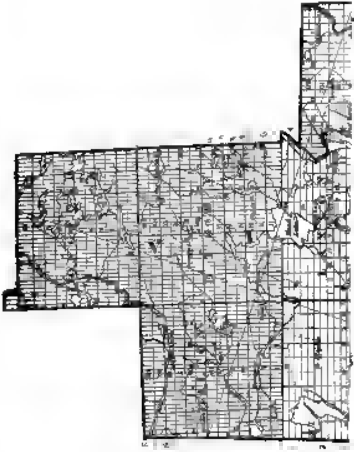
3 1761 00015344 8

KIRKCONNELL — VICTORIA COUNTY
CENTENNIAL HISTORY

F
5545
V5
K5

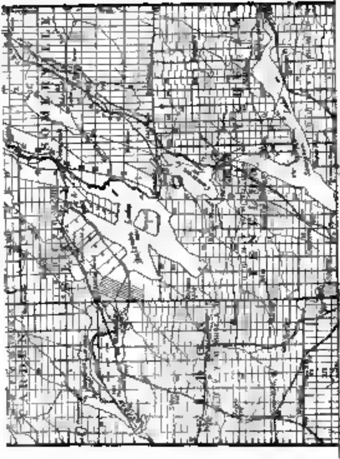
Y

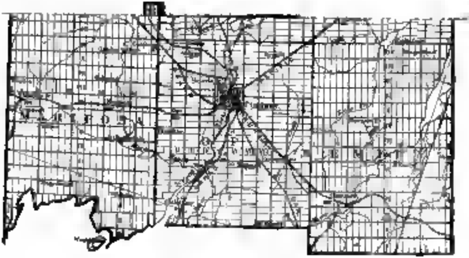


9

4

26





MAP OF THE COUNTY OF VICTORIA

9 4 26

Y

Victoria County Centennial History

By

WATSON KIRKCONNELL, M. A.

202189
23 4 '26

WATCHMAN-WARDER PRESS
LINDSAY, 1921

F
5545
V5K5

Copyrighted in Canada, 1921
By WATSON KIRKCONNELL.

To the memory
of my brother Walter
who fell in action
in the Battle of Amiens
August 8, 1918.
this book is affectionately
dedicated.

AUTHOR'S PREFACE

This history has been appearing serially through the Lindsay "Watchman Warder" for the past eleven months and is now issued in book form for the first time. The occasion for its preparation is, of course, the one hundredth anniversary of the opening up of Victoria County.

Its chief purposes are four in number —(1) to place on record the local details of pioneer life that are fast passing into oblivion; (2) to instruct the present generation of school-children in the origins and development of the social system in which they live; (3) to show that the form which our county's development has taken has been largely determined by physiographical, racial, social and economic forces; and (4) to demonstrate how we may, after a scientific study of these forces, plan for the evolution of a higher economic and social order.

The difficulties of the work have been prodigious. A Victoria County Historical Society formed twenty years ago for a similar purpose found the field so sterile that it disbanded, leaving no records behind. Under such circumstances, I have had to dig deep. The Dominion Archives at Ottawa and the Crown Lands Department at Toronto have been systematically ransacked; libraries at Kingston, Peterborough, Lindsay and Toronto have been consulted; the municipal records of the county have been thumbed over; scores of interviews have been secured with old and prominent citizens; and complete local press files for 17 years have been read through in their entirety. To provide a proper background of general history, over one hundred standard works on history, economics, and sociology have been studied. Every page of the book represents the results of laborious and incessant research.

General readers may perhaps be interested in the following background sketches which, to the best of my knowledge, are not to be found anywhere else in printed form —(1) The review of Trent Canal construction in Chapter IX; (2) The sketch in Chapter XII of the development of the Ontario school system; (3) The history of the early Canadian militia, in Chapter XIII; (4) The condensed outlines of Canadian military campaigns in Chapter XIII.

[illegible] given me generous assistance ,and especially to Mr J R. McNeillie (for municipal data) Colonel George E Laidlaw (for data regarding Bexley and Indian occupation) Senator George McHugh (for material on early Ops) Mr G W Beall (for notes on Lindsay) Mrs W T Lynch (for her late husband's notes on the early Roman Catholic church in Lindsay) Mr M J Lytle (for municipal data) and Chief Johnston Paudash (for data regarding the Mississauga Indians)

WATSON KIRKCONNELL.

Lindsay Ontario,
September 1921

TABLE OF CONTENTS

Chapter		Page
I	Introductory Outline	9
II	The Southern Townships	24
III	An Agricultural Transformation	66
IV	The Northern Townships	74
V	Economics of North Victoria	85
VI	The Town of Lindsay	91
VII	The Record of the Rocks	119
VIII	Annals of the Red Man	122
IX	Kawartha Navigation	136
X	Spinning the Railway Web	145
XI	A Century of Politics	154
XII	A Schoolhouse Revolution	164
XIII	Military Annals of Victoria	181
XIV	Pages of Parish History	202
XV	Research into Pioneer Survival	218
XVI	Biographies from Past and Present	228
XVII	Problems in Development	244
Index		268

ada
Cag
swe
agri

17
the
Cam
toda
Time
cons
emo
vinc
trun
is 1
and
clea
ill-w
amo
intr
men
all t
for
floo
cord
buy
squa
Vict
a

Comp

Victoria County Centennial History

Chapter I.

Introductory Outline of County History

One hundred years ago, in 1821, the government of Upper Canada first offered land for sale in the region that is now Victoria County. Since then a hardy phalanx of Celto-Saxon stock has swept away a wilderness of swamp and forest and established a prosperous agricultural civilization after the manner of that race.

The coming of the pioneers calls for a prologue and a setting. In 1791 the British Parliament passed a Constitutional Act, by which the Canadian colony was divided into two provinces, Upper and Lower Canada, corresponding roughly to the Old Ontario and Quebec of today. The first governor of Upper Canada was Colonel John Graves Simcoe who foresaw and provided for the future needs of the country with an enlightened disinterestedness unknown among his immediate successors. He explored the province diligently by canoe and forest trail. He built trunk roads such as Yonge Street from York (now Toronto) to Lake Simcoe. He set aside tracts of good land for genuine settlers and encouraged the immigration of those who would guarantee to clear and occupy the country. In all this, however, he aroused the ill-will of a clique of speculators who were already strongly entrenched among the officialdom and so-called aristocracy of the province. The intrigue of these enemies brought about his removal in 1796. Government officials and their friends then quietly secured possession of all the good land in the Lake Simcoe country and blocked settlement for another twenty years. After the war of 1812-14, however, a rising flood of immigration demanded the opening up of fresh territory. Accordingly, in 1818 the government went through the formalities of buying from the Mississauga Indians a tract of some four thousand square miles, comprising the modern counties of Peterborough and Victoria and a fringe of twenty-eight adjoining townships. It is with a limited portion of this Mississauga Tract that we have now to deal.

The work of survey began at once. Emily was the first of the townships of modern Victoria to be laid out. Mariposa came next, and then Fenelon, Ops and Eldon in that order. Verulam, Somerville and Bexley were opened up later, and the more northerly townships of Carden, Laxton, Digby, Dalton and Longford much later still. These townships first came under the Newcastle District with headquarters at Cobourg, on Lake Ontario. Then in 1841, along with some of the inland townships lying to the east, they became the Colborne District, which was reorganized in 1850 as Peterborough County and in 1855 as the United Counties of Peterborough and Victoria. From 1841 to 1861 municipal authority was centred at Peterborough, but in the latter year Victoria was given provisional and in 1863 complete independence.

A New Domain and a Virile Race

The area of Victoria County is about eleven hundred square miles. It is thus larger than Cheshire or Dorsetshire in England, larger, too, than Lanarkshire or Dumfriesshire in Scotland, and almost equal to the combined areas of Fermanagh and Monaghan in Ireland. In shape it is roughly rectangular, with a length from north to south of fifty-two miles and a breadth from east to west of twenty-six miles. The chief irregularities lie in the northeast and northwest corners, where three townships, Anson, Lutterworth and Ryde, each eight miles square, have been chopped out and allotted, the former two to Haliburton County and the latter one to Muskoka District. This rough rectangle is cut into approximate north and south halves by the Kawartha Lakes, Balsam, Cameron and Sturgeon, and their modern canal additions. Immediately north of this water system is a region of severely glaciated limestone, covered with thin, uncertain soil. This limestone zone merges into a wilderness of crystalline limestone and Laurentian gneiss. South of the Kawartha system, however, the land is distinctly suited for agriculture, for the underlying limestone is covered with glacial clays which become rapidly deeper and more fertile in passing southward towards the morainic hills of Durham. But in 1821 the intrinsic character of rock and soil was not the most evident feature of the region. It was rather the towering forests of pine that spread away to the farthest horizon.

To the transformation of this wilderness came a virile race of white men from the far-off islands of Great Britain and Ireland. The years that followed Waterloo and the close of Britain's continental wars were full of distress. The economic aftermath of war pressed hard. The population of Ireland was growing beyond the safety limits of the precarious potato. The introduction of weaving machinery brought tens of thousands of Scotch and English handloom weavers face to face with starvation. To cope with this distress the British government deliberately encouraged emigration to Canada. Once started, the human stream poured steadily across the Atlantic. The pressure of a straightened food supply, the oldest and most powerful cause of human migration, was once more in operation. In 1814 Upper Canada contained only 95,000 inhabitants. By 1850 the population had risen to 791,000, an increase of 732 per cent. In a single year 52,000 immigrants arrived at Quebec. The younger sons of the Celto-Saxon stock had struck their tents and were on the march. Their great campaign against the forests of Upper Canada is recorded today in the magnificent prosperity of Ontario.

The first settlers in what is now Victoria County were Protestant Irishmen from the County of Fermanagh. Humphrey Finlay and his family first established themselves in Emily Township, and were followed by James Laidley and William and Samuel Cottingham, who cleared and built on the site of modern Omemee. While South Emily was colonized by Irish Protestants, the northern concessions and part of Ops were taken up by Irish Catholics from County Cork brought out under a British emigration scheme managed by the Hon. Peter Robinson. Mariposa was largely settled by pioneers of the second generation from the vicinity of Whitchurch and Markham. In Eldon the earliest colonists were Scotch Presbyterians from Argyllshire. Verulam was placed on the market in 1832 but was bought up and held by speculators. Fenelon Township was not settled until the mid-thirties and the more northerly townships remained unoccupied until much later times.

As many misconceptions exist concerning the character of the population of the county, a few figures may be of interest. The chief racial stocks represented are:—Irish, 12,262; English, 10,553; Scotch, 5,535; French, 575; German, 559; Dutch, 304. That race is no index to religion will be evident from a further analysis:—Methodists, 12,297; Presbyterians, 5,514; Anglicans, 4,551; Roman Catholics, 4,344; Baptists, 1,181; Salvation Army, 215; Christians, 154; and Mormons, 85.

A Long Rough Journey From Old to New

The journey from old homes to new, from the shores of Britain to the depths of the backwoods, was long and severe. The Atlantic was crossed in sailing-vessels, which were often packed beyond endurance by greedy masters. At Quebec the travellers transferred to a river-steamer and proceeded to Montreal. From here west one could, by paying prohibitive fares, reach Lake Ontario by alternate shifts of stage-coach and steamer, but by far the greater number travelled by bateau or by Durham boat. The bateau was a large flat-bottomed skiff thirty to forty feet long, eight to ten wide, and built sharp at both ends. It was propelled by oars and sails, and was either poled or dragged up rapids. The Durham boat was a flat-bottomed ninety-foot barge with round bow and square stern, and was likewise pushed along by pole or sail. Progress was necessarily slow. It often took a whole week to go from Montreal to Prescott. Sometimes as many as one hundred persons would be crowded together in a single thirty-foot bateau, scorched by sun or drenched by rain, as their rude craft crept reluctantly up the river. At last at Prescott or Kingston transfer was made to a lake steamer, which carried the pioneers on to the lake port nearest their destination.

There were two general routes from the lake front to the inland townships. Those who went to Emily and Ops went north from Cobourg or Port Hope. One trail lay north-northwest through Cavan (the modern Millbrook); another went north to Peterborough and then northwest towards Emily; another still cut across from Peterborough to

Chemung Lake, whence access to the remoter townships could be had by canoe. The second main route, by which Mariposa and Eldon were colonized, lay from York (the present Toronto) up Yonge Street and in by way of Brock (now Sunderland) to Beaverton. The trails and bridle-paths by which they came sometimes carrying their belongings, sometimes leading oxen with an ox-cart wound laboriously through towering forests and bush swamps, across flooded creeks, up log-strewn hills and around black morasses. And when at last some summer evening, they reached their destination they found a still denser wilderness with only the frogs and the wolves to sing a chorus of welcome.

The Work of Settlement in the Wilderness.

Then in a little circle of sunlight hewn out of the forest arose a new home. The sills and walls were pine logs, peeled and notched. For the roof hollow basswood trunks were cut the proper length and split in two so as to form troughs, which were then laid from eaves to ridgepole in two rows, the lower row bark side down, and the upper row with their edges fitted into the hollows of the lower. This was a rough covering but shed water very well. All chinks in the walls and roof inside and out were packed with moss which the children gathered by the sackful [illegible] of bush and plastered over with clay. A hole covered with a quilt served as a door until lumber became available. The tiny windows were filled with sheets of oiled paper as glass was not to be had.

At one end of the single room a platform of poles served as a bedstead. At the other was the fireplace, floored and built up with stones. A chimney of sticks and clay usually accompanied this but often many months elapsed before such a vent was added, and in the meantime the smoke filtered out through a gap in the roof after stifling the householders. As matches were unknown and ignition had to be won from flint and steel, a fire was kept burning constantly on the hearth. To husband this precious blaze a large backlog, two feet or more in diameter would be dragged into the house by an ox. The beast would be unhitched in front of the fireplace and the log rolled with handspikes to the back of the fire, where it would often last for three or four days.

Outside of the little cabin work went on under difficulties. The mosquitoes and black flies were numberless and merciless. Faces had to be smeared thickly with grease to avoid their torture. The cattle were frantic with agony, and when smoke screens were set up for their benefit the deer would sometimes emerge from the woods to share in their temporary peace.

But the forest itself was the great enemy of the would-be farmer. In the beginning he could not attempt to plough but chopped and burnt, and then scattered his wheat broadcast by hand among the stumps. The grain was covered over or "hooked in" by hitching a yoke of oxen to the butt end of a small tree whose branches were still intact and dragging it to and fro between the charred stumps. In the autumn the crop was cut with a sickle, threshed with a home-made flail, and winnowed by pouring. It was then bagged and carried on the back of man or horse to the nearest grist mill sometimes a distance of fifty miles. Some milling was, however, done at home by burning out a hollow in the top of a hardwood stump, filling it with grain and pounding it with a heavy wooden pestle.

The Steady Changes Wrought With Time.

A few years brought about great changes in the wilderness homes. The clearings everywhere had grown. Log barns had been built and sheep and swine had been brought in to join the earlier cattle. Wolves were, however, still dangerous and had constantly to be watched to protect the stock. Horses were very rarely met with, for strange as it may seem the oxen were much surer of their footing among the stumps and scattered farms. In some of the more secluded districts the arrival of the first horse was a great event and all the children were called out hurriedly to see the strange animal. The houses, too, were enlarged as the years passed and were filled with rough but serviceable furniture. The fireplace was still the housewife's province, but a tin bake-oven, fitted with trays and open on one side, now stood before it, laden with bread and cakes. Above the fireplace hung the family [illegible] squash to avoid the frost, and bunches of herbs and [illegible] historical on

The staple foods, however, were pork, cooked in various forms, fish, bread and wheat cakes made of coarse, often unbolted flour, corn meal porridge and griddle-cakes, with berries, and maple sugar. Tomatoes, then called "love apples," were considered poisonous until the middle of the century, and were grown only because of their prettiness.

The pioneers showed extraordinary versatility in supplying their own wants. Linen, flannel and fullcloth for the whole family were prepared at home. Every farm, too, had its own tanning-trough and worked up its own leather. The clothes would usually be made by some itinerant tailor who would lodge with the family while he fitted them out for the next year. Boots were similarly made by a travelling shoemaker, but the material in both cases had already been prepared on the premises.

Social life in such times took the form of "bees" or community meetings at one home or another to co-operate in the work of the homestead. The men had their logging bees, barn-raising bees, stumping bees and husking bees, the women their quilting bees and paring bees. At the former gatherings, whiskey, which then cost only twenty cents a gallon, was carried around by "whiskey boys," and gulped down by the bowlful. Drunkenness and fighting were the inevitable result, especially at the logging bees, where the charred trunks of the burnt-over clearing were being cleared away and identity and self-respect were lost under a smudgy mask. The women's gatherings were less openly dangerous, but have never been equalled as clearing-houses for gossip.

The trails by which settlers first communicated with one another were gradually replaced by [illegible] roads. An Act passed by the first parliament of Upper Canada in 1793 had required each settler to clear that portion of the concession line on which his lot fronted. Even had this work been done well—which it certainly was not—the condition of the highway system would have been well-nigh hopeless. For huge blocks of land, clergy reserves, crown reserves and choice grants to Family Compact politicians, lay unimproved between the settlements, preying on their industry and blighting their development. Especially was this the case in Mariposa, where much land was held by a corporation known as the Canada Company, which had been chartered in 1824 to promote colonization and which, in this district, hindered settlement far more than it helped it. The early roads were chiefly corduroy, trunks of trees laid side by side across the highway and filled over with earth. At a much later time, after the introduction of municipal government, plank and gravel roads took their place.

The great curse of the country for over half a century was the inordinate use of liquor. In every village and at nearly every crossroads were wretched taverns, kept by greedy illiterate class of blood-suckers. These taverns were universal. In the backwoods, the church usually preceded the school and the tavern invariably preceded both. The coinage used for payment in those days was of two standards, the Halifax or provincial currency in which a pound was worth four dollars or a shilling twenty cents, and the New York currency in which the pound was worth two dollars and a half and the so-called "York shilling" twelve and a half cents. Decimal currency was inaugurated in 1857.

Schools were slow in coming, but by 1842 there were five in the County, two in Ops, two in Mariposa and one in Eldon. In 1847 there were eleven teachers in Emily with an average salary of $183 a year. In Ops there were six schools with a total wage list of $840, or $140 apiece. The teachers, however, though poorly paid, were often worse prepared. Discharged soldiers often performed these duties and enforced discipline with great ferocity. The subjects covered were the merest elements of reading, writing and figuring. In the world outside, universities were being founded. King's College, now the University of Toronto, was chartered in 1827 but its privileges were restricted to the small minority of Anglicans. Queen's College, Kingston and Victoria College, Cobourg, were therefore launched in 1841 by indignant Presbyterians and Methodists respectively. But the little backwoods schools in Victoria knew little of these higher institutions. Even secondary schools were unknown until the fifties and it was two decades more before matriculants began to pass on to the universities.

Methods of letter-writing have changed much since those early days. The pen was a goose-quill. The ink was made at home by boiling maple bark with oak galls and adding copperas. Blotting-paper was unknown and to dry the ink sand was shaken over the letter from a tin box or caster. Envelopes were not yet invented. The paper was simply folded, the address written on the back and the margins sealed together with sealing wax. Postal charges were usually collected in cash from the person receiving the letter. The first postage stamps in Canada were not issued until 1851.

Religious Life in Pioneer Times.

The teacher with his slender learning commanded considerable respect but the preacher had even greater prestige. Certainly he earned it. Churches were very few and very scattered. His circuit might extend for scores of miles through the half settled wilderness and over this he would travel on horseback all week long struggling through bog holes and fording unbridged streams along the narrow trails. Services would be held in churches, school-houses, taverns, log cabins, anywhere that a few devout folk could be gathered together.

The Methodists were in the majority among the population and to this denomination no gathering could compare in importance with the camp-meeting. Each summer all the adherents in a district would gather in some dry open grove for a week of prayer, singing and exhortation. Tents and shanties would be put up and fitted with rude tables and beds. A rostrum was built for the preacher and rows of logs set out before it as seats. The light of their evening bonfires flared and flickered over a strange scene—the preacher shouting from his platform, the penitents groaning on the seats just below him, and the elders flitting about on the watch for symptoms of contrition among the remainder.

Then even as today, there were many ill-balanced intellects eager to espouse fantastic doctrines. In 1842 a New Englander named Miller began to teach that the world would come to an end on February 15 1843. The belief spread like wildfire among the backwoods of the United States and Canada. Farmers burnt their rail fences as firewood confident that their needs here would soon be past. A convert near Port Perry gave away a 100 acre farm and all its equipment. Sarah Terwilliger of Oshawa made herself wings of silk and jumped off the front porch, expecting to be caught up to heaven. But the choicest anecdote comes from Port Hoover, Concession A, Mariposa, on the north shore of Lake Scugog. Here a man named Hoover brooded over the Millerite gospel until he gradually fancied himself superhuman and above nature's laws. He therefore announced in the autumn of 1842 that he would walk on the water from Port Hoover across Lake Scugog to Caesarea, a distance of about five miles. On the day appointed hundreds of Mariposa pioneers gathered at the Port Hoover wharf to watch the attempt. Hoover seemed to have a sudden weakening of faith for he fastened a wooden box on each foot, but as even this failed to hold him up he waded out and hid behind one of the piles of the wharf. The urgent demands of the crowd finally brought him back to shore where amid the hoots of small boys, he made this explanation:—

My friends, a cloud has risen before my eyes and I cannot see. I can not walk upon the water to-day while this cloud is before my eyes. Soon I will be announced when the cloud has been removed and then I will do it. But his spectators never assembled again.

An Early Tragedy in Ops Township.

Doctors were almost unknown in those times and ailments were given home-made treatment by mothers or grandmothers who prepared their simple remedies from such plants as the spikenard, blood-root, catnip, tansy, smartweed, plantain, burdock, mandrake, elecampane, spearmint and mullein. But in the case of serious illnesses and epidemics, as when cholera swept the country in 1832 and 1834, herbal remedies were of no avail.

When death entered the pioneer home, the situation was often exceedingly tragic. Conant tells of a man who moved into Ops township in 1836 bringing with him his wife and two very little children. His tiny cabin and clearing were five miles from the nearest neighbor but when he fell ill the very first summer his friends followed his blazed trail in, harvested his crop for him and then departed. Winter came. The cabin was snowed in. Wolves howled at the very door. At last the sick man died. His wife sought desperately to give him proper sepulture but the ground was frozen hard and to cover him only with snow would merely feed the wolves. Finally she rolled away some backlogs that were piled beside the house, dug a shallow hole with a mattock in the softer ground beneath them, hid the cherished corpse, she rolled back the logs above, there to keep it inviolate. Then she worked with her children to the nearest settlement.

How Grist Mills Grew to Villages

Villages grew up in time. They were almost always the direct consequence of the establishment of a grist mill. These mill sites comprise nearly all the important centres of today. In 1825 William Cottingham built a mill on Pigeon River and so founded modern Omemee. In 1828 William Purdy dammed a rapid on the Scugog River and established Lindsay. Bobcaygeon has grown up around the mill built by Thomas Need about 1833 and Fenelon Falls owes its origin to a mill erected there in 1841 by Messrs. Wallis and Jamieson. To such grist mills came the pioneers with their crops. Saw mills were soon added, and a growing trade in lumber succeeded the earlier indiscriminate destruction of the forest. Stores, taverns and a few artisans settled about the mill. The little hamlet was then the natural location for churches and schools as they came. And so, unconsciously, the mill grew to a hamlet, the hamlet to a village, and perhaps the village to a town. But for the first beginnings we must look back to the mill and the water-power that made it possible.

The Beginnings of the Trent Canal

The beginnings of the Trent Valley Canal date from the early days of lumbering. This project has been subjected to much criticism and a little ridicule, but while it was a pitiful failure in accomplishment and was completed half a century too late, the original conception was masterly. The inland townships were covered with magnificent white pine. Existing transportation to the great outside markets was exceedingly expensive and as a result the timber was cut in a regular wasteful manner. A canal system connecting these inland resources with the outside world would have permitted more conservative logging and milling, and far larger profits both to lumbermen and to the government. It would have made it possible to manage the lumber business for perpetuity. Local canal traffic and trans-On route traffic would probably have been very limited. Certainly they will be so in the future. But the advantages accruing to the lumber trade would have been a full and permanent justification of the Trent Valley project. It is part of the constant tragedy of human incapacity that the canal was finally completed at a time when the timber had practically disappeared from our borders.

Surveys for the canal were made in 1833 and 1835 and the cost estimated at $933,792. Work was commenced in 1833 but soon languished. By 1843 locks had been built at Bobcaygeon and Lindsay; and by 1853 such local steamboats as the "Woodman" of Port Perry and the "Ogemah" of Fenelon Falls were carrying lumber to Port Perry, whence it was teamed to Whitby. The "Woodman" was the first boat to make the trip, and old settlers have said that when her steam siren first raised the echoes on Sturgeon Lake they ran to corral their stock, mistaking it for the howl of a wolf-pack. But with the construction of the Bobcaygeon and Lindsay locks canal-building ceased for nearly four decades.

The First One-third Century—a Pioneer Era.

The ancient Greeks often treated three generations as equivalent to a century. Such a division of the centenary under discussion is strikingly apt and felicitous. The periods 1821-1852, 1853-1887 and 1888-1921, each roughly one-third of a century, have certain aspects of development which distinguish them clearly one from another.

The years ending in 1852 are distinctively the period of pioneering. The thought and activity of the county had been almost entirely taken up with the struggle against the forest. Events in the outside world had indeed been momentous. An oligarchy at York had almost succeeded in ruining the province in spite of its remarkable natural resources. This pernicious misrule, which had driven 50,000 Canadians across the American boundary in the years 1830-37, was at length revealed to the British government through a pitiful little revolt. Following the investigations and report of Lord Durham, the two provinces were united in 1841 and fully responsible government granted in 1848. But by these developments the little backwoods community was not greatly touched. Its attention was concentrated on the immediate tasks of settlement.

The Establishment of Municipal Institutions.

Certain changes there were, however, which did enter into the lives of all. These were the successive steps by which our present system of municipal government was worked out. Prior to the Union of 1841 all local affairs were managed, or more often mismanaged, directly from the office of the lieutenant-governor. After the Union a system of District Councils composed of elected representatives from the different municipalities was inaugurated. Then by the Baldwin Municipal Act of 1849 the municipal organization which still exists (with minor modifications) was set up. Under this Act each township and incorporated village elects annually by general vote a reeve, or head, and four councillors. If there are 500 electors in the municipality it is entitled to a reeve, a deputy-reeve and three councillors, and for each additional 500 electors another deputy-reeve is substituted for a councillor. Towns are governed by a mayor and three councillors from each ward elected annually. The number of councillors may be reduced by bylaw. Towns which have not separated from the county in which they are situated also elect a reeve and deputy reeves proportional to the number of their electors. The county council is composed of the reeves and deputy reeves elected for the year by the townships, villages and towns. These representatives, at their first meeting each year, elect one of their number as Warden or head of the county council.

Each county and each subdivision within it, is legally a corporation with a corporate seal and certain specific powers granted it by the laws of the Province. Connected with each such corporation are a number of officials. The clerk is the most important officer and preserves all records, keeps all books and promulgates all bylaws of the council. The treasurer receives all funds and makes all disbursements. These two appointments are usually permanent. Other officials more commonly change from year to year. They include a solicitor, assessors, tax collectors, fire wardens and firemen, fence viewers, pound keepers, pathmasters and health officers. All the enactments of municipal corporations are executed by means of bylaws issued under seal. The powers of all such bodies are, however, strictly specified by provincial statute and any council exceeding its powers may be restrained by the courts, if legal appeal be made.

The Second One-third Century a Railway Era.

The second one-third of the centenary, from 1854 to 1887, is chiefly characterized in Victoria County by the building of railways and by the attainment of municipal maturity.

In 1857 a railway was completed from Port Hope through Millbrook, Bethany and Omemee to Lindsay. The track did not cross the Scugog but followed the east bank around from the present [illegible] switch to near the Flavelle grain elevators in the East Ward. This line was known until 1869 as the "Port Hope, Lindsay and Beaverton Railway" and was then renamed the "Midland Railway." It was not, however, extended to Beaverton until 1871 and did not reach Midland until 1879. In the seventies it crossed the Scugog by a swing bridge just at the present Carew sawmill. A branch line from Millbrook to Peterborough was completed by 1858 but it was many years before the "Missing Link" from Peterborough to Omemee was filled in.

The first session of the Ontario Legislature, held in 1867, granted a charter for the construction of a narrow-gauge railway from Toronto to Coboconk. This "Toronto and Nipissing Railway" was completed as far as Uxbridge by 1871 and in 1872 the settlers of Bexley were given a free inaugural ride on a long train of flat-cars decorated with evergreens.

In that same year the Victoria Railway was projected to run north from Lindsay and through Haliburton County. There was an understanding that the road was to pierce through the granite highlands and join the transcontinental line of the C. P. R. (then in the making) at Mattawa. This was to make the road the main route between Northern and Southern Ontario. Some dreamers even urged that it be extended still farther through the Temiskaming region and on to James Bay, but the politicians of that day did not see eye to eye with these seers, and Haliburton village, [illegible] miles from Lindsay, has been the northern terminus since 1878. It is interesting to know in this connection that the centre truss of the Distillery Creek bridge on this road just north of Lindsay was originally part of the Victoria Bridge, Montreal, and was sent here to form part of the new Victoria Railway. The Irondale and Bancroft branch, running east from Kinmount Junction, was begun in 1880.

The year 1877 saw still another railway joining the county system. An earlier road from Whitby to Port Perry was now brought through to Lindsay by way of Manilla. The Lindsay station for the Victoria Railway and the Whitby and Port Perry Railway was on Victoria Avenue where the present G. T. R. freight sheds stand.

The next [illegible] years saw the construction of a connecting link between Manilla on the Whitby line and Blackwater on the Toronto and Nipissing, the building of the present bridge over the Scugog, the establishment of a through service from Port Hope to Toronto via Lindsay and Blackwater, and the absorption of all the county railways by the Grand Trunk Railway System.

The coming of the railways made great changes in the life of the county. Their first effect was great prosperity, because of the cheap, easy access furnished to outside markets. Then came reaction and great financial depression, for almost every municipality had bonused the railway builders far beyond its means. Eldon, Somerville and Bexley alone had bestowed $74,000 on the Toronto and Nipissing Railway. And after prodigality came bitterness and the shadow of bankruptcy. However, the lean years did not consume the countryside indefinitely, and the natural wealth of the county gradually asserted itself through the fuller development made possible by the new channels of import and export. Lindsay and the villages served by rail now entered on a period of industrial development. The farm fields in the southern Townships grew wider and more golden, and the pioneers who once jolted to a backwoods mill with a few sacks for gristing now shipped their thousands of bushels of grain by rail.

The Trent Canal had not shown like progress. For many years the original canal scheme was abandoned, and in 1855 all existing works were handed over to a corporation, the Trent Slide Committee, who kept timber slides in repair and exacted tolls from the lumbermen. In 1870 a great flood destroyed much of the slide system and parts of it were abandoned. The largest construction work of the period was the building of the locks at Fenelon Falls in 1868.

The Development of the Northern Townships

Consequent on the development of rail and water facilities came the opening up of the Northern Townships. There had been a few earlier attempts to colonize Somerville and Bexley but the poverty of the soil and the remoteness of markets had kept settlement within narrow limits. Now came a shortcut to outside markets and a new outburst of act with. The Northern Townships were covered with magnificent forests of pine and lumbering was soon undertaken on a large scale. The first timber license in Somerville was issued in the season of 1855-56 to one Samuel Dickson. By 1872 the mills at Fenelon Falls and Bobcaygeon alone had an annual output of twenty-eight million feet of lumber. The lumberman's axe echoed through the forests from the Kawartha Lakes north to Laxton and Longford and far beyond. And while this industry flourished and provided a local market for farm produce in summer and employment in the bush in winter, the settlers who spread over this half-wild country were able to make a living.

Victoria County Reaches Maturity in 1863

The same period, the second one-third of the centenary, witnessed the municipal coming of age of the county. In 1850 the Colborne District of which its townships had for a decade formed a part was given the new title of Peterborough County. In 1851 this same municipality became the United Counties of Peterborough and Victoria, but Peterborough was the dominant partner. The Wardens from 1851 to 1860 were as follows:—1853-56 T. A. Hill, 1857-58 John Langton of Fenelon Township, 1851 Thomas Short, 1852-53 William Cottingham of Emily Township, 1859 W. S. Conger, 1860 Wm. Lang.

At last in 1861 Victoria was granted provisional independence. William Cottingham, the founder of Omemee, was Provisional Warden. Lindsay was chosen as the prospective county town, the present Court House Square in Lindsay was bought, and a start was made on the erection of the Court House and County Gaol. Neil McDougall, Reeve of Eldon, was the Provisional Warden in 1862.

In 1863 the County buildings were completed. The cost, including that of the Registry Office, added in 1874, was about $56,000. The County was now accorded all the rights and privileges of an independent corporation and the council held its inaugural meeting with great decorum in the new council chamber.

The first Warden of the independent county was Patrick McHugh, Reeve of Ops. His successors since that time have been as follows:—1864 Duncan McRae, Reeve of Eldon, 1865 Wm. Cottingham, Reeve of Emily, 1866-68, 1870-72 Joseph Staples, Reeve of Bexley, 1869, 1873-74 John Fell, Reeve of Somerville, 1875 John D. Naylor, Reeve of Fenelon, 1876 Robt. E. Perry, Reeve of Bracebridge, 1877-78, Wm. L. Russell, Reeve of Lindsay, 1879 Chas. Fairbairn, Reeve of Verulam, 1880 Dr. Geo. E. Norris, Reeve of Omemee, 1881 Wm. Parkinson, Reeve of Mariposa, 1882 Jacob W. Dill, Reeve of Bracebridge, 1883, 1886 Nelson Beasley, Reeve of Bexley, 1884 Thos. Smithson, Reeve of Fenelon, 1885 W. H. Brown, Reeve of McLean and Ridout, 1887 E. C. McEachern, Reeve of Eldon, 1888 John Kelley, Reeve of Laxton, 1889 Dr. V. C. Cornwall, Reeve of Omemee, 1890 Thos. M. McQuade, Reeve of Emily, 1891, 1900 Adam E. Stinback, Reeve of Eldon, 1892 Dr. A. E. Vrooman, Reeve of Mariposa, 1893 Eustace H. Hopkins, Reeve of Ops, 1894 Elijah Bottum, Reeve of Bobcaygeon, 1895 John Chambers, Reeve of Fenelon, 1896 Wm. Switzer, Reeve of Emily, 1897 Dr. John W. Wood, 5th division, 1898, James Lithgow, 4th division; 1899, Robt. Bryans, 2nd division; 1900, John A. Ellis, 5th division; 1901, James Graham, 2nd division; 1902, John Austin, 4th division; 1903, John Bailey, 5th division; 1904, Wm. Channon, 1st division; 1906, Frederick Shaver, 1st division; 1907, Taylor Parkin, Reeve of Fenelon; 1908, Dr. Robt. Mason, Reeve of Fenelon Falls; 1909, Geo. A. Jordan, Reeve of Lindsay; 1910, Emerson Tiers, Reeve of Verulam; 1911, Robt. A. Callan, Reeve of Somerville; 1912, James Steele, Reeve of Eldon; 1913, A. E. Bottum, Reeve of Bobcaygeon; 1914, Alfred E. Varcoe, Reeve of Mariposa; 1915, Robt. J. Mulligan, Reeve of Omemee; 1916, Jas. Robertson, Reeve of Ops; 1917, Alfred E. Tiers, Reeve of Fenelon Falls; 1918, Richard Howkins, Reeve of Eldon; 1919, Alex. Morrison, Reeve of Somerville; 1920, Robt. W. Wilson, Reeve of Emily; 1921, John Alton, Reeve of Carden.

The first County Clerk and Treasurer was Mr. E. C. Wood, of Taylor's Corners, who fourteen years later became Provincial Treasurer under Sir Oliver Mowat. He was succeeded in the Clerkship by Mr. Thomas Matchett. Mr. J. R. McNeillie, the present incumbent, took Mr. Matchett's place in 1905, after twenty-five years of training as a subordinate in the same office.

Canada, Also, Reaches Higher Unity.

This second one-third of the centennium witnessed the coming of age not only of Victoria County but of modern Canada as well. In 1867 a federal Dominion was organized with Nova Scotia, New Brunswick, Quebec and Ontario as its provinces. One of the terms of union was the construction of the Intercolonial Railway to connect the maritime provinces with those farther west. In 1869 the Northwest Territories were purchased from the Hudson Bay Company and in 1870 Manitoba was organized as a province. The Pacific colony of British Columbia entered the federation in 1872 with the understanding that a transcontinental railway, the Canadian Pacific, should be constructed. The C.P.R. was completed in 1885 and in the following year the Northwest Territories, now Saskatchewan and Alberta, were given representation in the Senate and House of Commons at Ottawa. Thus by 1887 the governmental scaffolding of modern Canada was practically complete.

Final One-third Century a Modern Era.

The closing one-third of the centenary has witnessed the steady erection, within this scaffolding, of a strong and promising edifice. Canadian population has increased from four and a half millions to nine millions. Alberta and Saskatchewan attained provincehood in 1905. Our material wealth has increased abundantly. A national self-consciousness has been awakened by our participation in a world war and our representatives have upheld in the Assembly of the League of Nations our character of nationhood within the wider solidarity of British federation.

The history of Southern Ontario during these thirty-three years has taken a course different to that of the western provinces and to

her own earlier tendencies. The outstanding features of this new development have been the incorporation into our civilization of the achievements of scientific invention, the tremendous development of urban industrial life, and a concomitant decline in the rural population.

The changes in Victoria County have been typical of these wider transformations. The railway system has been still further extended by the addition of the Bobcaygeon-Burketon line of the C. P. R. in [illegible] and the C. N. R. grain line from Port McNicoll to Bethany in 1912. The Trent Canal has at last been completed after half a century of shuffling and procrastination. A new policy of road construction entered upon in 1917 has entailed an expenditure of over two hundred thousand dollars on the roads of the county during [illegible] and [illegible] alone.

Conveniences have been distributed in great detail throughout the countryside. The farmer is seldom without his telephone. His mail is delivered at his gate. The automobile takes him to town at speeds once fabulous. Perhaps a tractor drags his plough untiringly. The urban dweller has water service, electric light, and the cheap diversion of the cinematograph. Life is now one hundredfold easier than it was for our grandparents.

Another notable phenomenon has been the urbanization of industry. Manufacture, no longer dependent on local water-power and seeking the most advantageous location with respect to labor and commercial markets, has developed in the larger cities. Urban competition has stifled the little shops and factories that flourished forty years ago in every country village.

In North Victoria this decline has been further complicated by the gradual disappearance of lumbering. The magnificent pine forests of earlier times were slaughtered with no thought for the future and the country was left in its naked sterility of scarred rock. The decline of lumbering meant also the decline of shipping. In 1881 thirty-three vessels plied on local waters. In 1920 there were scarcely three. Thus the economic functions of the county system were simplified to the agricultural production of farms, a little manufacturing, and the retail distribution service of Lindsay and the larger villages.

Along with the amelioration of modern life and the urbanization of industry has come a rapid decrease in rural population. In [illegible] the county, apart from Lindsay, reached its maximum of [illegible]. In 1920 the total was [illegible], a decrease in one generation of [illegible] or [illegible] per cent. Lindsay stood at [illegible], an increase of forty-three per cent. All the villages have declined in recent times.

The county assessment, however, has increased from $4,[illegible] in [illegible] to $10,[illegible] in [illegible] and $[illegible] in 1920. This appears to be a substantial advance, but if we stop to compare the actual values represented by one dollar in [illegible] and in 1920 respectively, we shall find food for serious rumination.

INTRODUCTORY OUTLINE.

We have thus sketched in outline the history of Victoria County over a period of one hundred years. We have followed the development of three distinct eras: the pioneer era which closed with the full development of municipal institutions; the railway era, in which the county attained municipal maturity and its maximum population and prosperity; and the modern era, in which certain radical changes have become manifest.

Chapter II

The Southern Townships

The six townships Emily, Ops, Mariposa, Verulam, Fenelon and Eldon, which lie in a double tier in the southern half of Victoria County, have a history somewhat different from that of the seven townships of the north. Not only were they opened up a generation earlier, but the natural conditions of land and soil have given them a past development and a future destiny dissimilar to that of Bexley, Somerville, Laxton, Carden, Digby, Dalton and Longford. The highest usefulness of the former will always be found in agriculture; the latter will serve coming generations best as a land of park and forest.

The story of the Southern Townships tells of steady progress from pioneer hardships through toil to prosperity. A general account of the changing social and economic life of the century has already been given in Chapter Number One. In passing now to a more intimate account of the early settlements in each township, we shall place against that background the actual men and women, still cherished in local memory, who bore the brunt of pioneer stress and sacrifice.

(A) The Beginnings of Emily Township.

Emily Township is named after Emily Charlotte, daughter of Lord George Lennox and sister of the fourth Duke of Richmond, Governor-General of Canada from 1817 to 1819.

The township is in the southeast corner of the county. It is approximately square and has an area of about one hundred square miles. In the south it is broken by low hills but becomes merely rolling in passing to the north. Pigeon Creek enters at the southwest corner and crosses diagonally towards the northeast, where it widens into Pigeon Lake. Chemong Lake is on the eastern boundary and the much smaller Emily Lake on the north. The basic subsoil is made up of glacial clays and is commendably fertile.

In 1818 some slashing was done on Lot 20, Concession 2, by David Reed. He then went back to Cobourg, however, and before his return in 1820 Humphrey Finlay and his wife came in and located, thus earning their later title of "King and Queen of Emily." In the autumn of 1820 Maurice Cottingham, his sons, William and Samuel, and one James Laithley pushed in farther through the pathless forest to Pigeon Creek, which they bridged by felling two oak trees into it from opposite banks. Beside the stream, about where Omemee now stands, they did a little underbrushing and clearing, but retreated to Cavan for the winter.

In March, 1821, the township was formally opened for sale and attached to Durham County, the western half of the Newcastle District. (See Annual Report, Ontario Bureau of Archives, 1918.) Samuel Cotingham and James Laidley now returned in the early spring and built a log cabin twelve feet by fourteen in the deep snow. Wm. Cottingham and his father soon joined them. Clearing prospered and in the early summer they planted corn, potatoes and wheat.

That same year a party of four hundred Protestant Irish from the County of Fermanagh set sail for Canada and settled in a body in South Emily and in Cavan Township, Durham County, which lies directly to the south of Emily. From this contingent came the modern family names of Adams, Allen, Armstrong, Balfour, Beatty, Bedford, Collum, Cornell, Carey, Davidson, Dixon, English, Evans, Fee, Grandy, Hoops, Hartley, Hughes, Irwin, Ivory, Jackson, Johnston, Jones, Knowlson, Lamb, Marshall, Mitchell, Moore, Morrison, McCrae, McNeely, McQuade, Neal, Norris, Padget, Redmond, Reel, Robinson, Sanderson, Sherwood, Stephenson, Thornton, Trollet and others.

The southern concessions were soon dotted with clearings, each with its cabin and its scanty crops among the stumps. At first the nearest mill was at Port Hope, thirty-five miles from Omemee, but a man named Deyell undertook to build one in Cavan on the site of modern Millbrook, which is only ten miles from the Emily boundary. Here they took their sacks of grain by a narrow bush road, only one of whose drawbacks was a morass a mile wide which often threatened to engulf those who ventured through it. At last in 1826 William Cottingham erected a rough mill building beside Pigeon Creek and equipped it with two mill-stones which an American named Myles had cut and dressed in the woods near by.

The Robinson Immigration

In this same year, when the Protestant Irish of South Emily were rapidly becoming a coherent community, the British government arranged for the immigration into Canada of a contingent of 2,024 Irish Catholics from County Cork. This enterprise was supervised by the Hon. Peter Robinson, a brother of John Beverley Robinson, the chief mandarin of the Family Compact. They sailed from Cork in May 1825 and reached Quebec after a voyage of thirty-one days. They then proceeded immediately to Kingston where they spent two weeks in tents. Dysentery and fever and ague worked havoc among them here, and there were as many as eleven funerals in a single day. From Kingston they travelled to Cobourg by lake steamer and thence on foot and by ox-cart over twelve miles of almost impassable trail to Gore's Landing on Rice Lake. A sixty foot Durham boat then carried them in forty parties of thirty up twenty-five miles of the Otonabee River to a concentration camp at a hamlet which was then called 'Scott's Plains' (after one Adam Scott who had built a mill there early in 1825) but which was renamed "Peterborough" in 1827 as a compliment to the Hon. Peter Robinson. While the immigrants were gathering here Mr. Robinson let many profitable contracts to earlier settlers to slash bush roads into surrounding territory, to act as guides to the immigrants who went out to choose their respective 100-acre lots, to build log shanties on these lots at an average cost of ten dollars each, and to rent their carts and oxen for the transportation of the incoming women, children and baggage.

Into Emily came 143 families, that is about 700 persons or a little more than one-third of the entire immigration. These families were all located in a block in the north half of the township, and thus it came about that North Emily was as solidly Catholic as South Emily was solidly Protestant, while both were Irish.

Practically all of the new colonists were established on their lots in the autumn of 1825. The British government now issued them free rations for eighteen months on a basis of one pound of pork and one pound of flour per man per day. Each family was also given a cow, an axe, an auger, a hand-saw, a hammer, one hundred nails, two gimlets, three hoes, a kettle, a frying-pan, an iron pot, five bushels of seed potatoes, and eight quarts of Indian corn.

A tradition has been handed down in Protestant Emily that no work was done in the northern concessions until all the government rations had been eaten up. Official statistics, however, show this bitter tale to be born of prejudice and not of truth. During the first year, though fever and ague left every family to mourn its dead and touched the living with a constant palsy, these Catholic pioneers cleared away 851 acres of pine forest, raised 22,200 bushels of potatoes, 7,700 bushels of turnips and 3,442 bushels of Indian corn, sowed 44 bushels of fall wheat for the next season's crop, and made 22,880 pounds of maple sugar. They also purchased on their own account, 8 oxen, 18 cows, and 47 hogs. It is evident that they did not eat the bread of idleness. (See Third Report of Emigration Committee, British Parliament, 1827, page 431.)

The Mill Village of Omemee

The mill built by William Cottingham in 1825 became as important as a base of supplies during this Robinson immigration that a store was opened beside it in 1825. This was the nucleus around which the modern Omemee has grown.

In 1835 a post office was established here with Josiah L. Hughes as postmaster. This post office was called Emily, but the hamlet was known generally as Williamstown—doubtless equivalent to "William Cottingham's town." In 1835 also the first school was built on the site of the later Bradburn's Hotel. James Laidley and Captain Hancock were amongst the earliest teachers.

The first preachers to come in had been Methodist pioneer missionaries or "saddlebags." Prominent amongst these was the Rev. "Daddy" Sanderson, known irreverently throughout the township as "Little Peculiarities," because his invariable reproof to those whom he heard criticizing others was "You know we all have our little peculiarities." In 1832 a church, used chiefly by the Methodists, was built on the northwest corner of Lot 15, Concession 3. An Anglican clergyman, the Rev. Mr. Thompson, famed locally as a classical scholar, used to come in from Cavan and hold services in private houses. In 1838 an Anglican church was built at Williamstown and the Rev. M. Street, of Coburg, became the first resident clergyman. A Methodist church was begun in the village in 1836, but took several years to finish. The first Presbyterian minister was the Rev. Mr. Dick, who was succeeded by the Rev. Mr. Ewing.

In the forties the name of the village was changed to Metcalfe. A business directory of 1850 gives the following names:—William Cottingham, miller, lumber merchant, carder and fuller; Robert Granby, postmaster; Richard Galbraith, distiller; Wm. Kells, teamster; C. Knowlson, merchant; Wm. Matchett, merchant; W. Beatty, merchant; Rev. John Bush, R. C. priest; Rev. Robert Harding, Anglican priest; Rev. John Ewing, Presbyterian minister.

The Port Hope, Lindsay and Beaverton Railway was built through the township in 1857, but the station was placed at an extraordinary distance from the village. This was apparently done by the railway company out of spite because the bonus paid them had fallen short of their demands.

The name of the village was now changed to Omemee, after the Omemee or "Pigeon" family of Mississauga Indians, who had long made this neighborhood their hunting-ground. The names of Pigeon Creek, Pigeon Lake and Omemee have thus a common origin.

Incorporation as a village was secured in 1874. The first Village Council was constituted as follows:—Reeve, Wm. Cottingham; Councillors, Jas. Ivory, Wm. Neill, John English and Copeland Laidley. Its officials were:—Clerk, C. Knowlson; Treasurer, W. S. Cottingham; Collector, S. English; Assessors, J. Ritchie and W. H. Hill.

Omemee reached its maximum of prosperity and population in 1873, when it had 835 inhabitants. There were then three churches, a high school and a public school, a grist mill, two sawmills, a tannery, a foundry, a shingle mill, a cloth mill, four hotels and several stores. The "Warder," now of Lindsay, had been published in Omemee from 1856 to 1867, but its successor in the seventies was the "Herald," now defunct.

By 1920 the population had dwindled to 467. The industrial competition of the cities has had a blighting effect on local manufacturing and the general decline of the countryside has been reflected in village life. It still functions, however, as the natural economic focus of the township.

There has been no other considerable village in Emily. The long-dead post office of King's Wharf dates from the time of the Robinson immigration, and a Roman Catholic church built in the forties at "Downey's Cross" has been surrounded by the modern hamlet of Downeyville.

The original St. Luke's church was a log structure put up on the present cemetery site by Father Fitzpatrick of Lindsay. The first resident priest at Downeyville was Father [illegible], appointed in 1851. Under his successor, Father Coyle, a new frame church was built in 1858. This church was bricked over and remodelled in 1884 during the incumbency of Father [illegible].

The Municipal History of Emily

The municipal history of Emily may be said to commence in 1828, when Samuel Cottingham collected the first taxes, amounting to sixteen shillings, and carried them to the Treasurer of the Newcastle District at Cobourg. His commission as collector was one shilling, and his expenses in the undertaking, borne by himself, amounted to several shillings.

The Colborne District was formed in 1841 and allegiance transferred from Cobourg to Peterborough. A new system of local government was now inaugurated whereby each township had local officials, wardens, and a clerk, a tax-collector and an assessor and also elected representatives to a District Council at Peterborough. Jos. L. Hughes the postmaster at Williamstown, and Wm. Cottingham the miller were the first District Councillors from Emily. They, along with Dennis Hallahan were also Township Wardens. The Township Clerk was Christopher Knowlson, the Collector Hugh Collum, and the Assessor James English. The chief work of the township officers lay in the extension of roads and schools. Economy seems to have been strictly observed, for the township accounts for the period 1843-44 shows a total expenditure of only thirty-two dollars.

In 1850 the Colborne District became Peterborough County and the modern system of municipal institutions was established. The first Township Council under this form of administration comprised the following:—Reeve, Wm. Cottingham; Councillors, Wm. Mack, Thomas Fee, Christopher Knowlson and Michael Lehane. The official appointments were:—Clerk, Robert Grandy; Treasurer, Thomas Mitchell; Assessor, James English; Collector, Arthur McQuade; Auditors, T. Crawford and M. Shaw; Superintendent of Schools, Dr. Irons.

Recent Statistics of Interest

The last Dominion Census, taken in 1911, shows that the racial strains and religious cleavages of early days still persist with great distinctness. The chief stocks represented in Emily, including Omemee, were as follows:—Irish, 2117; English, 355; Scotch, 114. The main denominational groupings were:—Methodists, 976; Roman Catholics, 843; Anglicans, 193; Presbyterians, 243.

The total resident population of the township apart from Omemee was 2564 in 1880. The assessment returns of 1926 show that this rural population has dropped to 1656, a decrease of over thirty-five per cent. The county assessment of Emily, however, stands now at $1,654,016, which is nominally twice that of 1880.

(II) The Township of Mariposa.

Mariposa is the Spanish word for "butterfly." No record or even legend persists to explain through what whim of early officialdom a backwoods township was so named.

Mariposa township was surveyed in 1820 and formally attached to Durham County, Newcastle District in 1821. In shape it was originally a rectangle nine miles from east to west and fifteen from north to south. There was added to it later, however, a broken southern front on Lake Scugog, now known as concessions A, B, C and D Mariposa, but formerly attached to the township of Cartwright which now lies entirely on the south side of the lake. The other municipal neighbors of Mariposa are Ops and Fenelon on the east, Eldon on the north and Brock in Ontario County on the west. Its superficial area is 75,103 acres. The land surface is moderately undulating, with a very [illegible] drainage system. The chief stream, known variously as Big Creek

Black Creek, Davidson's Creek, West Cross Creek, and Mariposa Brook rises in swamps near Manilla on the western boundary, flows eight miles northeast to about Lot 18, Concession 13, then turns directly south until it passes Little Britain on Concession 4, and finally turns east to pass out of the township on the 3rd Concession and empty into the Scugog River in Ops. The meagre flow and gentle current of even this main stream and the consequent lack of any considerable water-power is beyond doubt the explanation for the absence of any outstanding village in Mariposa. The soil, however, has always surpassed in richness that of any other township in Victoria. Once the heavy timber had been removed it held, as it still holds, an easy leadership in agricultural prosperity.

This well-known fertility of the township resulted in the blocking of general settlement until nearly a decade after the major immigration into Emily. For the Canada Company secured large concessions here, George Strange Boulton of Port Hope, the Family Compact member for Durham, arranged for a rich grant to himself, and lesser octopuses were not wanting.

For many years Mariposa was visited annually by these economic parasites who came in to inspect and invest for speculation but not to occupy the land. At last in 1827 S. Patterson of Markham, Ontario settled near the modern Manilla. Others who located prior to 1830 on land near Manilla which they purchased from the Canada Company at from $1.10 to $2.00 per acre were the Ewings, McLeods, Houghs, McPhersons, Pillings and Winters. Just before and during 1831 a large contingent of Scotch settlers, chiefly from Argyleshire, poured in along the Eldon boundary on the north. Amongst the families who overflowed on the south side of the line were the Blacks, Calkins, Campbells, Charltons, Copelands, Grants, Irishes, Kinnells, McCrimmons, McCuaigs, McGonigals, McLeans, Ringlands, Spences and Wicks. In 1831 also the Edwards and Williams families took up land along the western boundary and one named Dick built his cabin in the hardwood forest near the site of modern Oakwood. His nearest neighbors on the east were at Purdy's Mills, nearly nine miles away. In this same year when actual settlers began to increase and set about the improvement of the land, the blowfly swarm of speculators became so numerous and importunate that the Land Office refused to grant any further locations without an express pledge of settlement. Fortunately men were not lacking to undertake such pledges. For the next three years there was a steady immigration of settlers of the very best type, chiefly Canadian-born pioneers of the second generation whose fathers had hewn out prosperity in the front townships of Northumberland County and in the Ontario County townships of Whitchurch and Markham. Most of these families settled in the centre of the township, along Big Creek. Amongst them were the Armitages, Bacons, Bennetts, Davidsons, DeGeers, DeLongs, Dundases, Haights, Hubbells, Lakes, Lloyds, Marks, Minthorns, McNeills, McWilliams, O'Briens, Pearces, Piersons, Renders, Richardsons, Roadhouses, Taylors, Tilts, Waltons and Woltons. From 1834 to 1837 a few more families drifted in each year. Prominent among those who settled in the eastern part of the township were William Brown, William Howes and John Crane, a Quaker. For many years yet there was little or no communication between the Canadian born settlers in the centre of Mariposa and their Scotch neighbors on the northern border, for a heavy tract of difficult forest, held by speculators, intervened. There were likewise very few early settlers in the extreme south of the township.

All of these pioneers in Mariposa came in from the south and southwest and not by way of Peterborough, Cavan or Emily. Supplies were first obtained from Newmarket, then from Prince Albert, on Lake Scugog, and finally from Port Perry. Trade was not opened up with Lindsay until very much later. In the beginning the nearest post office for the receipt and despatch of mails was at Butcher's Point on Lake Simcoe. Then Prince Albert was for a short time the closest centre for mail, until Mariposa post office was opened at what is now Manilla.

By 1860 the population of the township had risen to [illegible], only [illegible] fewer than in 1920. The harvest of that year included [illegible] bushels of wheat, 41 000 bushels of oats, 14 000 bushels of peas, 33 000 bushels of potatoes, [illegible] bushels of turnips, [illegible] pounds of maple sugar, 10 500 pounds of wool, and 4 000 pounds of butter. This represented however only a small portion of the effort of that day, for the great task of each farmer was still the conquest of a virgin forest of oak and maple. Such crops as were exported were teamed in the winter time south to a village (now deserted) called Port Hoover on the north shore of Lake Scugog, thence across the lake to Caesarea, in Cartwright, and south by road to Port Whitby on Lake Ontario.

Municipal organization in the early thirties was very slight. Louis Winters was the first tax-collector and H. H. Irish the first Township Clerk. The personnel of the Magistrate's Court for Mariposa and Eldon combined comprised Messrs. Irish, Ewing, Williams, and Calkins. Samuel Davidson represented Mariposa at Peterborough on the first Council of Colborne District in 1842. The first Township Council after the Municipal Act of [illegible] included the following:— Reeve, John Jacobs; Councillors, Samuel Davidson, Obadiah Rogers, Robert Whiteside and William Ramsey; Clerk, A. A. McLaughlin; Treasurer, James Thorndyke.

A Business Directory of Canada published in [illegible] gives the following names in Mariposa:—Coulter's Corners (now Manilla), Mary Douglas, Postmistress; George Smith, merchant; L. McKinnon, carpenter; D. McLean, carpenter. Oakwood: A. A. McLaughlin, Postmaster and inn keeper; Thomas Marks, inn keeper.

A Trio of County Villages

Mariposa is easily the most fertile township in Victoria County. It lacks, however, two of the most efficient factors in the development of village life. There is no abundance of water-power and no focusing of railroads. The old Indian portage of [illegible] at the rapids in the Scugog River in Ops has had both, and has therefore become the site of Lindsay, the only town in the county. In Mariposa, on the contrary

there have been three small villages, Manilla, Oakwood and Little Britain, none of them incorporated, which have grown up around a Post Office, a Township Hall and a small mill respectively.

MANILLA straddles the boundary between Victoria and Ontario Counties on the line between the 5th and 6th Concessions of Mariposa. The germ of the present village was the Post Office opened up here in 1857 in the log store of Jacob Ham. For six years this was the only Post Office for the township. Soon afterwards the Bible Christians built a church, which was rebuilt of brick in 1871. The Presbyterians built in 1853, the Baptists in 1866, the Congregationalists in 1860 and the Methodists about 1875. A certain amount of trade and industry also gathered about this centre. In 1881 the village boasted a flour mill run by steam because of the absence of waterpower, a rake factory and half a dozen stores.

OAKWOOD is situated on blocks off lots 18 and 19 in concessions 8 and 9. The name is derived from the heavy forest of oak which originally covered this neighborhood. James Tift settled here about 1833 and may therefore be regarded as the father of the village. In 1836 a Post Office was established with A. McLaughlin as Postmaster. Peter Perry of Whitby opened a store in 1844 and in the following year a Township Hall was built. The Hall has been rebuilt once since that time but has never ceased to be the municipal focus of the township.

The first tavern or hotel at Oakwood was run by Thomas Marks. He was succeeded by Thomas Houston and he in turn by William Banks who carried on the business for nearly twenty years.

The first church was built by the Bible Christians in 1860. The Episcopal Methodists built five years later, the Canada Methodists in 1866 and the Anglicans in 1868.

Oakwood reached the peak of its prosperity in the eighties. In 1883 its population was about 300. Of that number there were 73 children between the ages of seven and eleven and 127 between the ages of five and twenty one. Oakwood took just pride in her young people in those days.

The chief business firm in 1885 was the general store of Hogg Bros. with which was associated a 40,000 bushel grain elevator at Mariposa Station a mile from the village. To this elevator came Mariposa's export trade in cereals and its clover seed, which has gained a wide reputation. Hogg Bros. also managed the Post Office and telegraph office. Other units in the commercial aggregate were A. Cameron's general store, M. N. Anderson's tailor shop, William Brecker's hotel, Alfred Lake's machinery depot, Thomas Staples' blacksmith and carriage works, Nicholas Hill's blacksmith and carriage works, George Humphrey's carriage works, W. H. Harper's harness shop, and Robert [illegible] hardware store.

Prominent citizens of that day were, James Thorndyke, J. F. Cameron, Robert Webster Sr., William Webster, Jesse Weldon Sr., W. A. Silverwood, John Coad, David King, Richard Hancock and A. Lake.

The first mile of concession road east from the village is bisected at right angles by Mariposa Brook. The neighborhood of this intersection known locally as "The Crick" was once busy with tanning and existing, but by 1858 a brick-yard and a livery stable were all its boast.

The next cross-roads to the east again was known as East Oakwood, or Taylor's Corners. Here the Hon. S. C. Wood, before the days of his political bloom, did business in "The Stone Store." In the eighties John Maunder and William Wakeley manufactured wagons and carriages here.

LITTLE BRITAIN is on lots 15 and 16, concessions 4 and 5, four miles straight south of Oakwood on the old grain route to Port Hope. As it is built almost at the intersection of Mariposa Brook and a small tributary which flows through the village from the west. It was founded by Harrison Haight, who settled here in 1834 and three years later built the first mill in Mariposa. This mill, which was not demolished until 1910, required the efforts of nearly the whole countryside for its erection, for its beams and posts were of ponderous white oak. At this time there was no bridge over the creek and no road between Little Britain and Oakwood. Robert F. Whiteside was the village's chief merchant and leading citizen during the pioneer period. In 1840 the Christians opened a church and in 1852 the Bible Christians followed suit. A Post Office was not opened until 1858.

The year 1888 saw Little Britain the largest business centre in the township. The chief industries were Joseph Maunder's carriage and blacksmithing works, Wm. Surdon's carriage and blacksmithing works, Maunder's sash, door and planing factory and shingle mill, Edwin Marks's foundry and implement works, Isaac Finley's steam roller flour mill and Davidson's flour mill. W. M. Pogue, S. M. Metherell, J. Weldon and T. H. Morton ran general stores. T. M. Morton also had the Post Office. H. C. Wills owned a grocery store and also ran the stage to Mariposa Station. A. M. Ausland had a tinware store, R. Smith a furniture store, R. Champion a tailor shop, and both Wm. Rodd and John Ech harness shops. Joseph Jenkins ran the village hotel.

The chief sanctuaries were the large Methodist church on Mill Street West, presided over by the Rev. William Golden and his assistant, the Rev. S. H. Anderson, and the Christian church, tended by the Rev. J. C. Pilkie.

Prominent among the pioneer names in and about Little Britain are those of Broad, Cary, Davidson, Dix, Eakins, Glass, Gleasie, Greenaway, Hall, Henderson, Johnston, King, Marks, Metherell, Netherton, Parkinson, Prouse, Hays, Rodman, Sleeman, Stewart, Wallis, Webster, Whiteside and Wichett.

None of these three villages, Manilla, Oakwood, and Little Britain, have attained dimensions sufficient to command incorporation. The reason, as already suggested, lies in the absence of power for industry and in the fact that no railway station has been placed within a mile of their borders. Whether this represents the balanced result of village plotting and counter-plotting in the days of railway construction, or whether the railway builders were inadequately bonused, or whether the present route of the Whitby-Lindsay division was the necessary choice of civil engineers, is somewhat uncertain. In any case the railway has contributed nothing to the growth of these centres.

There are no other villages in Mariposa. Woodville is an incorporated village on the Eldon boundary that is usually reckoned as belonging to the latter township, even though part of its population has spilled over on the 15th concession of Mariposa. Linden Valley in the northeast, Glandine on the Ops boundary, Valentia in the southeast and Fingerboard in the southwest are former postal hamlets with little more than a church and a smithy. Cresswell is a hamlet on the Whitby-Lindsay Division just south of Manilla Junction. Grass Hill is a station on the Coboconk Division at the Eldon boundary. A grain warehouse is its chief ornament.

A Section on Recent Statistics.

The Dominion census of 1911 throws interesting lights on the population of Mariposa. The chief racial strains represented were as follows:—English, 2,921; Irish, 733; Scotch, 946. The denominational subdivisions were as follows:—Methodists, 2,973; Presbyterians, 747; Anglicans, 125; Christians, 114; Baptists, 43; Roman Catholics, 98. The population of Mariposa has fallen off remarkably during the last generation. From 1871 to 1920 it dropped from 5343 to 3112, a loss of 2231 or over forty-one per cent.

The assessed value of real and personal property within the township was set at $3,429,979 in 1889 and at $3,732,665 in 1920. This latter figure is greater than the assessment of Eldon and Emily combined, and more than twice the total value of Somerville, Bexley, Laxton, Carden, Digby, Dalton and Longford.

(C) The Township of Ops.

The township of Ops is named after the Roman goddess of plenty and fertility. Ops was the wife of Saturn and the patroness of plenty.

The choice of such a name was not inept. The township is made up of a blanket of rich clay loam spread over a bed of comparatively level limestone. In outline it is a rectangle, ten and a half concessions, or about nine miles, from west to east, and twenty-eight and a half lots, or some eleven miles, from south to north. Its area is divided into approximate east and west halves by the Scugog River, which flows from Scugog Lake in the southwest corner of the township into Sturgeon Lake near the centre of its northern boundary. The town of Lindsay is built beside the river on Lots 19, 20, 21 and 22, Concessions V and VI, or almost in the centre of the north half of Ops. The Scugog has several tributaries. Mass Cross Creek, which joins it on Lot 8, Concession IV, divides into two main branches on Lot 7, Concession V, one arm, East River, pushing southward far into Cartwright Township, Durham County, and the other, Stony Creek, stretching east to the 6th of Ops and thence in a general southerly direction past Reaboro into a long swamp that extends even beyond Byrnell Station, near the northeast corner of the township. Just opposite the mouth of East Cross Creek, Mariposa Brook, or West Cross Creek, debouches into the Scugog. This stream drains most of Mariposa Township, to the west. Smaller auxiliaries to the main river are Sucker Creek, which enters from the east just north of the Lindsay Protestant cemetery, and the Old Distillery Creek (formerly known as Logie's Creek or Hopkins' Creek) which drains a swampy area to the north west of Lindsay. In the early days nearly all the streams of Ops were associated with wide tracts of marsh and bog that long proved a stubborn obstacle to farm development.

Pioneers in Southwest Ops

The first grants of land in Ops that are on record in the provincial archives at Toronto are to Patrick and John Connel, brothers and Irishmen, and were made in December 1825. John Connel settled on Lot 2 Concession I and Patrick on Lot 7 Concession II. The latter who was known for the rest of his life as "King Connel," was ultimately buried on his farm, where his grave may still be seen. The Order-in-Council by which the land was given him reads as follows — "In Council, 23rd December 1825. Ordered that Patrick Connel, a native of Ireland, now of the town of York, yeoman, who has a wife and six children, shall receive a grant of two hundred acres of land. Regulations 31st January 1824 as explained in Council 20th April following. (Sgd.) John Beikie, Comptroller." The document bears the following endorsements — "Warrant No. 4467 Patrick Connel O/C., Dec. 1825. Regd. 31 January 1826. Certified to be located by the Hon. P. Robinson 27th March 1826 Lot 7 2nd Con. Ops. 200 acres."

The next recorded grant was on March 30, 1826, when a clear patent for 4450 acres was given to one Duncan McDonell, of the village of Greenfield, Glengarry County. McDonell had conducted the government survey of Ops and was then paid in land instead of cash. The allotments which made up his estate were as follows: Lot 1 Con. I; Lots 14, 15 and 16 Con. III; Lot 13 Con. IV; Lots 12, 14 and 24 Con. V; Lots 5, 17 and 18 Con. VI; Lots 17 and west half 27 Con. VII; Lot 24 Con. VIII; Lot 6 Con. X. These lots, which were doubtless singled out by him as the choicest morsels in the township, have the following owners at the present day:—J. Goodhand, Allen Irvine, W. Walden, Leo Gunn, John Johnston, Thomas Dickson, Dennis Fitzpatrick, Walter Carroll, William Connell, P. J. Murphy, Senator George McHugh, E. W. Jennings, W. B. Curtis, Wm. Reeds, James Crelin, D. Twohey, Daniel Murphy, John Brown, Robert Brown, T. Gilman, W. Wilson, Allen Curtins, R. B. Agnew, D. V. Pogue, Eliza Pogue, Fred Dawson, J. Shaw and L. Shaw. The Duncan McDonell grant also included all that portion of Lindsay which lies north of Durham Street, a full one-quarter of the entire town.

McDonell himself never settled in Ops, but two of his assistants, Pat Lee and Dan Shanahan, took up early grants and remained in work them Lee settled on Lot 3 Concession I, which lies on both sides of the Scugog. The eastern portion totalling 107 acres and now owned by Robert Jordan he left in bush, while the western fragment, amounting to only 22 acres he occupied and cleared because neighbors were closer at hand. This latter portion is now part of James O'Reilly's farm. Shanahan the other of McDonnell's men located on Lot 3 Concession III.

Patrick Duce was a very early settler who is supposed to have squatted on the north half of Lot 12 Concession V long before the township was opened. John Ferris an immigrant from Antrim, Ireland bought this property from him in 1830. John Brady visited the township in 1822 but left again and did not return to settle permanently until 1827. In the following year three brothers Philip, Patrick, and James Murray settled side by side on Lots 8 and north one-half 9 Concession V. About the same time a number of families from a single neighborhood in South Ulster entered in a body. Amongst these were Michael Brady, Terence Brady, Edward Murphy, Patrick Boey and Bryan Boey. About 1833 John Maloney, Dennis Twohey and John Jones settled on Lots 17, 18 and 19 Concession IV. Other early pioneers in the northwestern part of the township were Michael Lenehan, Oliver Rourke, John Ryan, Thomas Ryan, Michael O'Brien, Patrick Hennessy, the Hazeltone Hydes, Millers and others. Roger McHugh, grandfather of Senator George McHugh, settled on Lot 14 Concession V in July 1832. He was a discharged Irish sergeant from the 3rd Garrison Battalion and this 200 acres was a free pensionary grant, even stationery being charged to the Crown as stated in the Order-in-Council, Warrant No. T 87.

The Eastern Concessions

Most of the earliest settlers in Southwest Ops came by way of Bowmanville or Whitby and Port Perry. Meanwhile, however another area of settlement was developing along the eastern concessions, and by the eighteen-thirties the general route into Ops was from Emily and not from south or southwest.

The first permanent settler on the eastern boundary was Abner Cunningham, a Robinson immigrant who came in early in 1825. Cunningham had four sons Joseph, Joshua, John and Abner. Near neighbors were the Sutherlands, Nugents, Powers, O'Donells, Scullys and Cornells. David and Charles Cornell though at this time transplanted from Limerick County, Ireland were really descendants of Palatine refugees who had been granted an asylum there in the reign of Queen Anne. James Macdonald and John Blaylock were old Peninsular War veterans who settled hereabouts. The former lived to be an active man of 105 years of age.

Thomas Rea was a man of prominence in this neighborhood. Rea was a native of Fermanagh, Ireland, and had mastered the crafts of carpenter, cooper, smith and weaver. He came to Canada in 1833 but sojourned temporarily in York and in Mulmur Township, Dufferin County, before settling finally in Ops, on Lot 7, Con. X. Here he secured a government contract to build a road extending from Lot 5 on the Emily boundary up as far as John Walker's farm, Lot 14, Concession VII, and passing diagonally through the modern hamlet of Reaboro, so named in his honor. A few years later this same locality was noted for a stone house built and occupied by one Francis Kelly who handled the stage route west from Peterborough over this road. Among the early settlers east of Reaboro were the Connollys, Walkdens and McDonoughs, who came from Fermanagh.

South and Centre.

William Reynolds and his brother Robert were pioneers in the Mt. Horeb neighborhood. They were natives of Tipperary, Ireland. Duncan Fisher settled on Lot 13, Con. VIII, in 1830. His sons were Peter and Donald. The former died in 1914 in his ninetieth year, and the latter in 1920 in his ninety-fourth year. The Skuces and Fogues also located early in the southern part of the township.

The original reservation for the site of Lindsay was a 400-acre tract comprising Lots 20 and 21, Concession V. Prominent among the land owners near at hand were Capt. John Logie, a naval officer, who held 700 acres, namely Lot 19, Concession VI, on which he himself lived in a frame house near the river bank, Lot 24 and the south half of Lot 22, Concession IV, which later passed into the hands of the Hopkins family, and Lot 23, Concession VII, now occupied by two of his grandsons, Messrs. Henry and Robert Logie. A man named Moe owned 400 acres immediately adjoining the townsite on the north and Duncan McDonell of Glengarry held an equal reservation just south of the site.

Some Annals of the Scugog

The history of the growth of Lindsay will be given later in a separate chapter.

The story of Scugog River may, however, be appropriately included in the present sketch, and in its telling we shall now come to a man whose name is also written on the first page of Lindsay's annals. This is William Purdy who, in 1828, built a mill on the river within the modern limits of Lindsay.

The Scugog, before this time, had been a very small and shallow stream. The early settlers in Patrick Connell's time used to drive through it with oxen and a jumper loaded with sacks of grain on their way to Gray's Mill, their nearest gristing-place, which lay far to the south, near Orono. On Lot 21, Concession VI, the banks became high and steep, and there were rapids by which the river descended three feet. At the head of these rapids, where J. Ferris's boat works now stand, Purdy and his sons Jesse and Hazard built a mill and a dam with a head of ten feet.

He was then authorized by the government to grist for the neighborhood for a toll of one-twelfth. On the 9th of May 1834 the following Order-in-Council was also granted in his favor — "Ordered that a Deed issue to William Purdy of the Township of Ops in the District of Newcastle miller for Lots numbers 20 and 21 in the 6th Concession of the said Township of Ops and that the Surveyor General do make such a reservation in the Deeds that hereafter issue for the Lots now overflowed by the mill dam as will secure him in the rights of keeping the water at its present height without subjecting him to an action for damages. (Sgd.) John Beikie, Clerk of Executive Council."

Purdy was thus given 400 acres of land and the promise of freedom from legal action from the scores of settlers who were already located upstream and whose land would be extensively inundated by the building of the dam. But all was not well. Not only Scugog River but East and West Cross Creeks and Scugog Lake as well were heaped far back over their customary banks. All trees on this drowned land died. The stagnant waters grew miasmic and a plague of fever and ague killed off scores of settlers on the farms near by. Then grief found vent in action and the whole bereaved countryside, from as far south as Port Perry rose up one summer day in 1838, seized flintlocks, axes, and pitchforks and marched to Purdy's mill. An attempt was made to call out the militia, but in vain. However no personal hurt was done but the dam was soon hacked away and swept downstream on the unpent waters.

The grievances of the settlers were so genuine that the government made no attempt to punish this act of violence.

The sequel may be found in an old document recording an agreement made on December 13 1843 between Purdy and the Board of Works of the Province of Canada, a government department which had been established the year before by Act of Parliament. By this agreement the Board of Works built a dam and lock farther down the river on the exact site of the corresponding structures of to-day and granted Purdy the use of all surplus water that would not be needed for navigation. Purdy was to provide all his own flumes and flume-heads and to keep the dam in repair. The Board of Works was to receive half an acre of land bounded by the river and the present Lindsay and King Streets and extending five chains to the east as premises for the house and garden of a lock tender. Purdy moreover was to relinquish all claim for damages for the destruction in 1838 of his first mill-dam and in settlement for this and all other concessions in the contract he received from the government four hundred pounds in cash.

The government dam had been begun in 1843 and was completed in 1844. It raised the level of the river by seven feet, or three feet less than the earlier maximum. This level was acceptable to the countryside, though complaints were rife several years later when Hiram Bigelow, Purdy's successor, raised the water an extra foot by placing a flash board along the top of the dam.

River navigation received an impetus by the building of the lock in [illegible]. This structure was [illegible] feet long and 53 feet 4 inches wide, and had an eight foot lift. At first the chief craft were horse-boats, small barges worked by a treadmill with side paddle-wheels attached to the major drum. A sturdy nag would be placed at the bottom of Caesarea with his nose towards that village and his steady tramping would bring the one-horse-power vessel slowly down through Lindsay to Fenelon Falls or Bobcaygeon. About 1851 steamboats were built. The "Woodman" of Port Perry was the first to be launched and the "Ogemah" of Fenelon Falls followed shortly after.

In 1855 the government leased the canals and locks of the Trent system so heavy a financial loss had it incurred. All such works over to a corporation known as the Trent Slide Committee. This corporation abolished the lock at Lindsay and substituted a timber slide. A toll was then exacted on all timber floated.

At the time of this change all the steamboats were on the waters below Lindsay. The township therefore undertook to build a flat wooden bridge placed on shanties across the Scugog at the line between Lots 15 and 16, Concession V, west from the Pottery Corners. This new crossing was known as "Ambrose's Bridge" but was constructed by Charles McCamy. After some years another steamboat, the "Lady Ida," was built at Port Perry and it became necessary to force a passage through the bridge. This was accomplished by sawing it in two across the centre and shifting the two halves by means of ropes or windlasses. The arrangement put too much strain on the bridge, however, and it soon collapsed. Years later enterprising citizens of Lindsay came out and took away all the timbers for firewood. Today not the smallest trace of "Ambrose's Bridge" can be discovered.

The timber slide at the Scugog gave place to a lock again in [illegible]. This was installed by Thomas Walters on the same sills as the [illegible] lock. The present lock and dam, which are also on this same location, were built in [illegible].

Forgotten Highways of Long Ago

The early roads by which men came to Purdy's mill or departed to north, south, east or west have almost vanished. The present highways tend to follow the correct concession lines but the first rough roads to be slashed through cut deliberately across country towards their objective though with many a bend and swerve by which to keep on high, dry ground.

A traveller leaving Lindsay for the south would drive out Queen Street, in the East Ward, as far as "Kerry's Corners," where J. R. O'Neill's store now stands. Here he would turn south to Logie Street. There was also a by-road over "Bigelow's Hill," by which the river could be reached without going as far as Kerry's. The modern Logie Street as far south as J. J. Ward's house is part of the old road. It did not touch the concession line, however, until about Daniel Murphy's gate. It then swerved towards the east about half a lot in order to cross Bricker Creek, returned to the line about Frank Curtis's farm and after following the present road for half a mile, struck off towards the river. Thereafter it skirted the Scugog very closely through keeping to high ground as far south as Clake whence it ran straight south to Janetville, Orono and Newcastle.

Should the traveller's destination have been Reaboro, Omemee or Peterborough he would have taken the same route as far as Kerry's Corners. He would then push on straight east past Green Street but on swerving northeast at the present town boundary he would continue in that direction as far as the line between the 7th and 8th concessions, cutting across the Logie and Hall farms. On one pasture-field here the old road, closed some decades ago, is still quite distinct. The route next ran down the concession line as far as Lot 14, Concession VIII, now occupied by William Fox, and thence diagonally across country through Berham and out into Emily on Lot 5, Concession XI. This last section of the old road is still open.

The first road to Fenelon Falls ran northwest from about the present Presbyterian church across Brewery Creek, a swampy stream now marked by the Sussex Street Drain, and up over the Court House hill. The section that lay across Brewery Creek was known as "The Lost Soul" because of its hazardous wetness. Leaving the town on the same northwest run it crossed the next creek on Lot 24, Concession IV, west of the present Fenelon Road. This lot was occupied by Alex. Logie, a son of Captain John Logie, who ran a sawmill on the creek. The road then passed over the Murphy and James farms ultimately to run north to the boundary on the line between the 2nd and 3rd Concessions. Close to the crest of the road on Robert Tompkin's farm, about half a mile north of School Section Number 6, was long the chief cemetery for North Fenelon and Northwest Ops. The graveyard may still be seen though fallen upon days of profound neglect. The old Fenelon Road after crossing the boundary and slipping down the great limestone escarpment there very much diminished, struck northeast over the Wilhew Tompkins farm, crossed McLaren's Creek by a stone bridge which still remains, midway between the two concession lines, and then ran northwise towards Cameron. Many decades passed before anyone undertook to chisel a road down the cliff on the line where the main road now descends to McLaren's Creek.

The earliest road to Oakwood went straight west from Lindsay crossing over a swamp on the 3rd and 4th concessions by means of corduroy.

Still another pioneer road ran southwest from the head of Kent Street West across country to Port Perry. Fifty years ago its course was still very evident although it was then fenced in. Even at that time pedestrians made use of it for convenience sake.

Officials and Figures

The municipal history of Ops has followed a course similar to that in the other townships. In 1842 Francis Kelly represented Ops on the first District Council held in Peterborough. The first Township

Council comprised the following:—Reeve, William McDonnell. Councillors, John Gibb, Patrick McHugh, Thomas Rea, and Thomas Keenan. The Clerk was Dr. William Bird. Patrick McHugh was the first reeve of Ops after the separation and incorporation of Lindsay in 1857. In more recent times John Kennedy and his son Peter have served successively as Township Treasurer for over fifty years.

The chief municipal undertakings in Ops have been the draining of the "Long Swamp," west of Lindsay, in 1880, and of the Stoney Creek area in 1902. The latter scheme ran two trunk drains north-eastward from about Lot 6, Con. VI, one past Reaboro and on into Emily and the other via Cunningham's Corners to Salem school. Thorough drainage was supplied for 1818 acres with an outlet for 5862 acres.

A large township hall of brick was built in 1861 at what is now the entrance to the Riverside Cemetery. When the old building was crowded with a nomination meeting on December 31, 1906, the rotted floor gave way with a crash and jagged rents appeared in the walls. The crowd knocked all the windows from their frames in the mad rush outwards that followed. No one was hurt.

The racial and religious elements are manifested by the decennial census returns of 1911. The races represented are:—Irish, 1888; English, 628; Scotch, 172. The church adherences are:—Methodists, 844; Roman Catholics, 884; Presbyterians, 488; Anglicans, 878; Baptists, 128.

The population of Ops in 1886 was 5101. In 1920, thirty-four years later, it had dropped to 1881. The township assessment had increased during that same period from $1,526,728 to $2,728,768, a valuation greater than that of any other township except Mariposa. A just reservation must always be made for the enhancement of land values by proximity to Lindsay, but urban conditions are not found any distance beyond the town limits and the most conscientious allowance will still leave Ops a very rich municipality.

(II). The Township of Eldon.

The township of Eldon is named after John Scott, first Earl of Eldon, who was lord high chancellor of England from 1801 to 1827. Eldon, though a consummate judge, was an unprincipled politician, and a remorseless enemy of all reform. It should temper Canadian bitterness against the Family Compact to remember that in England itself such a reactionary tyrant was virtual ruler for fifteen years during the Liverpool administration.

The township which bears his name is a rectangle about twelve miles from north to south and nine from east to west. The superficial area is a little less than one hundred square miles. The neighboring townships are Mariposa on the south, Fenelon on the east, Carden on the north, and Thorah, in Ontario County, on the west.

The soil in the south is excellent, approximating to that of Mariposa. As one goes north, however, the soil becomes thinner and light-

er and the underlying limestones often crop out. An old preglacial shore escarpment enters the township on Lot 7, Concession XI, northeast of Hartley, and travels west, with many windings and deviations, to leave it on Lot 11, Concession I, west of Argyle. The northwest corner of Eldon is drained by the Talbot River and its extension Cranberry Lake. Two tributaries are Butternut Creek, near Bolsover, in the northwest, and Grass River in the northeast. A concession east of Kirkfield Grass River expands into Mitchell's Lake, a small body of water which owes most of its present size to the building of the Trent Valley Canal through it. This latter work cuts across westward from West Bay, Balsam Lake, in Bexley, to Mitchell's Lake, thence northwest to descend to the Talbot River level north of Kirkfield by a fifty foot hydraulic lift lock, and thereafter twenty-one miles southwest down the Talbot River valley, though not always in its old bed, to Lake Simcoe. In addition to the streams already mentioned, small creeks flow east and west from the centre of the township into Balsam Lake and Lake Simcoe respectively. The sources of nearly all streams and rivers lie in wide tracts of swamp, which are a total loss to agriculture.

There are eleven main concessions in Eldon. The concessions are numbered from west to east and the lots from south to north. Concessions IX and XI, for some unknown reason, are of only one-half the usual width. The name "Palestine" is applied locally to the northern two-thirds of Concessions VII to X, and this neighborhood is further subdivided into "Upper" and "Lower" Palestine.

The old Indian trail by which aboriginal travellers had for centuries crossed from Lake Simcoe to Balsam Lake lay in part across North Eldon and was the main route for pioneers here and in Bexley. The early settlers used an old punt to cross the Grass River where it interrupted the portage trail on the 8th Concession. When the boat was at one bank, travellers on the other side had to wait for some one to come from the opposite direction and bring it across to them. There is a tradition that one man waited in this way for two weeks. The story is hard to credit, even though the locality is all beaver meadow without a single tree from which to make a raft.

In the early forties the government built a colonization road still known as the "Portage Road" along the line of the old trail. To the north and south of this road, lots were laid out forty-four rods wide and a mile and a quarter deep.

Survey and Settlement.

Eldon was surveyed by Henry Ewing in the years 1826-27. As in its sister townships, a dense primeval forest lay everywhere. Hardwoods predominated in the south, but north of the limestone escarpment white pine was supreme.

The first locations were made in 1827 by Ewing, the surveyor, Louis Winter, whose father settled in Mariposa, two McFadyens, James Cameron, and a Frenchman named Pascal Godefroy. Ewing took up a block of land east from Ontario County along the Mariposa-

Eldon boundary as far as the modern Grass Hill at the end of the 8th Concession. The village of Woodville lies partly within this same tract, chiefly on Lot 1 Concession III and Lot 1 Concession II though much of it has spilt over on the Mariposa side of the boundary. Some of the early settlements were made here for Ewing sold part of his land while he went ahead with the survey work for two years more.

In 1829 a party of immigrants from Argyleshire Scotland arrived in Toronto and were offered land at a dollar an acre by 'Squire' James Cameron who had already secured grants in Eldon. They were assured that they would find plenty of provisions at Beaverton and set out without supplies for that place by way of Yonge Street and Lake Simcoe. Beaverton they found almost destitute of stores and here they had to live for several days on maple sugar. Shelter was equally lacking and the women and children had to live in flimsy tents, made of blankets, while the men under the guidance of Kenneth Campbell went deeper into the forest to locate their lots and build log shacks. In August the families were transferred to 'Big Peter' Cameron's settlement, where they found some small new potatoes. Finally in early autumn flour and pork were brought in from Newmarket at considerable expense and the new settlers moved in upon their respective holdings. The members of this contingent were two families of McAlpines, the McIntyres, Campbells, and McCorquodales and one McFadyen who had come from Mull by way of Glengarry.

At first they suffered great privations from the scarcity of food. Their flour had to be carried on a man's back from Sunderland, fifteen miles away, where a miller named McFadyen had a small mill. Sometimes they poured lye on their corn and wheat to soften it and take off the hard shell. Fathers and mothers would chew grain into a pulp and then give it like parent robins to their children. John McAlpine brought in the first cow during the winter and others followed next year. In the spring leeks were gathered in the woods and used in soup.

In 1833 a man named Calder put up a mill at Beaverton which, according to one early customer "cracked corn and squeezed wheat." There was no way of cleaning the wheat of the smut which grew thick upon it in those new lands and the bread made was quite black, though not unpalatable.

In 1829 and 1830 a few more settlers entered Eldon. These were the Fergusons, Flinns, McEacherns, Rosses, Smiths and others. Then in 1831-33 a great many pensioners took up land in the township and moved in. Among these in the south were the Ashmores, Bradys, Birminghams, Driscolls, Dunns, Keefes, Lyons, Mekins, Malones, McCallas, McDonoughs, McGuires, McIntyres, Pellys, Rileys, Thornberrys, Thomsons and Uncles. Further north were the Campbells, McKenzies, McCredies, McRaes, Moseys, and Munros. Alexander Munro was the first settler on the site of Kirkfield.

A little later several families who had migrated from the island of Islay, Scotland, to North Carolina, removed in a body to Canada and settled in Thorah and Eldon. Among those locating in Eldon were the McLaughlins and Angus Ray, who later became the first township clerk.

The early settlers, as we have seen, were predominantly Scotch. Later immigrations of English and Irish have tended to disrupt that homogeneity, yet the Scotch have still a clear plurality over all others. The census of 1911 gave the following figures:—Scotch, 1204; English, 815; Irish, 817. Their denominational groupings were as follows:—Presbyterians, 1823; Methodists, 446; Roman Catholics, 370; Anglicans, 105.

Roads and Railroads

The earliest roads were blazed trails and wagon tracks that wriggled towards their destination along the higher ground. It took a whole day to drive with an ox-cart from Lorneville to Beaverton, where to-day a railway train covers the intervening eight miles in a few minutes. At first supplies were secured from Cameron's store in Beaverton, but preferences soon turned to Purdy's Mills, now Lindsay, which began to develop about 1850. The main route lay east to Cambray and then south to the old Fenelon Road. The village of Cambray sprang into existence chiefly through its being an eligible, though diminutive, mill-site on the main highway from Eldon to Lindsay.

The first railway in Eldon came in 1871, when the line from Port Hope already completed to Lindsay in 1857 was carried through to Beaverton. This road cut across the southwest corner of Eldon, passing about two miles north of Woodville. In the following year another line, the Toronto and Nipissing, running from Toronto to Coboconk, in Bexley, passed through Eldon, entering just west of Woodville, passing north through the limestone escarpment by way of an old river valley opening at Argyle, and leaving the township at the northeast corner. Eldon gave this latter railway a bonus of $44,000. The gift was beyond municipal means, yet the development brought about by the new facilities for transportation ultimately justified the gratuity. A third railway, the Canadian Pacific main line from Port McNicholl on Georgian Bay to Bethany Junction in Durham County, was built through Eldon in 1912. Entering from the west on Lot 17, Concession I, it parallels the great escarpment as far east as Balsam Lake Station, then dips south through another valley gap in the cliff and passes out into Mariposa southwest of Hartley.

Record of Municipal Institutions.

In the early days Mariposa and Eldon were linked together as a single magisterial and militia division, but each held separate township meetings. In Eldon these meetings were called once a year by Henry Ewan, who had been made a magistrate. The first taxes were collected by John McAlpine, and amounted to thirty dollars. The first assessors were Colin Campbell and Donald Gunn. Alexander

Campbell represented Eldon on the first council of the Colborne District, which gathered in Peterboro in 1842.

Municipal institutions as we now know them were set up in 1850. The first township council included the following:—Reeve, Israel Ferguson; Councillors, Archibald McFadyen, James McPherson, William McCredie and Neil Smith. The officials appointed were as follows:—Clerk, Angus Ray; Treasurer, Donald Smith; Assessor, Duncan McEachern; Collector, John McLaughlin; Superintendent of Schools, Rev. John McMurchy; Auditors, F. W. Stevenson and James McLaughlin. It is said that in signing his declaration every pathmaster, fence-viewer and pound keeper down to the humblest subscribed his own signature in full, an uncommon record in those pioneer times.

At first the council meetings were itinerant. For several years the home of James McPherson was a favorite rendezvous. In 1854 business was transacted in the schoolhouse of Section Number One and in the following year a room was rented for One Pound at the home of Archibald Currie, Lot [illegible], Concession II. In 1856 the earlier nomadic system was resumed. After [illegible] Woodville became the council's regular headquarters.

The population was [illegible] in [illegible] and [illegible] in 1842. By [illegible] the township, including Woodville, totalled 3482, and by 1920 had decreased to [illegible], a shrinkage similar to that in the sister townships. In 1886 the assessment was $227,943.[illegible] and the taxes, for all purposes, $363[illegible]. The assessment of Eldon and Woodville was $1,[illegible] in [illegible] and $2,0[illegible] in [illegible].

The Early Kirk in Eldon

Long before any churches were built the early settlers held religious meetings in their houses. The first to organize these conventicles was Archibald Sinclair. A man named Gunn, who came from Thorah, also took an active part in these early meetings.

After a few years independent missionaries began to come in. One of these was a Rev. Mr. McPhail of Sunderland. The first regular minister was the Rev. John McMurchy of the Established Church of Scotland. For some time he had to preach in houses and barns, until a church was built on a lot of two hundred acres near Lorneville, which was donated by Squire Cameron. McMurchy soon married and his parishioners then built a manse. He died twenty years later. By the eighties his old church stood empty, a bone of bitter contention between the Established Church and the Canada Presbyterian Church.

Village Centres of the Township.

Eldon has a number of small villages, but here as in Mariposa the elements of growth have been lacking. Woodville, Lorneville, Argyle, and Kirkfield are all on the railroad but all are entirely without water-power or even sufficient water for ordinary urban needs. Bolsover, which once secured limited water-power from the Talbot

River, is four miles from the nearest railway station. Glenarm and Hartley have neither rivers nor contiguous railways. It is through an accident that the village crop has been meagre.

Woodville, on the Mariposa boundary and partially within that township, is an incorporated village with a population of 600 in 1920 according to the assessment rolls. In early days the locality was known as Irish's Corners. The first store here was kept by John Campbell who was known from his religious persuasion as "John the Baptist." The first blacksmith was Alexander Stewart who lived on the Mariposa side of the boundary. Campbell's store was later rented by two Morrison brothers who added the manufacture of potash to their activities. Artisans, other stores, and the inevitable tavern grew up around the "Corners." At first the nearest Post Office, known as "Eldon," was located a mile to the east, but in the fifties it was moved west to Irish's Corners. The name of the latter hamlet was now changed to "Woodville." John Morrison became the first postmaster in the village proper and retained the office until his election in 1867 to the first Dominion parliament as Liberal member for North Victoria.

In 1873 Woodville was made a police village, administered by elective commissioners. The commissioners in 1881 were Peter McSweyn, William White and Roderick Campbell. The chief industries at this time were a grist mill, two foundries, a cheese factory, a planing mill and a sash and door factory. Steam was the sole motive power. The village had also a Town Hall, a lock-up, three hotels, and a number of stores and mechanics' shops. A weekly paper, the "Woodville Advocate," which is now defunct, was established in August 1877 by Messrs. Henderson and Cave. There were also two churches, a frame Methodist church accommodating 350 and a brick Presbyterian church built for $13,000 in 1877 with a seating capacity of one thousand. Woodville reached its peak of population at 900 in 1881 and has since declined. Great excitement prevailed in 1877 when it was proposed to change the village's name to "Olinda." A plebiscite gave a majority of one vote for the new title, but no further action was taken.

Lorneville is a village of 100 persons at the junction of the old Midland and Toronto and Nipissing railways, two miles north of Woodville. It owes its existence to the railroad and some of its population consists of railway men and their families. As there have been no other stimuli to growth the village has remained static for half a century. A recent directory lists a general store and hotel, two masons, and a buttermaker. The name is doubtless a compliment to the Marquis of Lorne, son of the 8th Duke of Argyll, who was governor-general of Canada from 1878 to 1883.

Argyle is on the Grand Trunk railway about two miles north of Lorneville. Its name commemorates the Scottish shire from which, more than from any other, the pioneers of Eldon came. An earlier appellation was "Scotsville." The present population is somewhat

less than fifty. The business roster comprises a general store, a blacksmith and two carpenters.

Brisover is a hamlet of about one hundred inhabitants situated on the Talbot River some four miles west of the railway. The village was founded by D. McRae, M.P., who built mills here in the fifties. In 1881 it had a grist mill, a sawmill, a carding-mill and a shingle mill, as well as several taverns, (including the famous hostel of "Biddy Young's") stores, and a Presbyterian church. The decline of lumbering and the alertness of the railway here however brought about its speedy decline, and its former industries have passed into oblivion.

Kirkfield has a population of about three hundred. It lies in a valley at the intersection of the Portage Road with the main road from Palestine to Carden. A station on the Coboconk division of the G.T.R. is situated a little further to the north. Alexander Munro was the first settler on the village site but it is to John McKenzie and his sons, William, Alexander, Ewen, Duncan and John that chief credit for material progress is due. A generation ago the McKenzies operated flour mills, woollen mills, and a sash door and planing mill. All these firms were dependent on steam power. The McKenzie brothers were also large grain buyers and dealers in telegraph poles, posts, and railroad ties. William McKenzie, later Sir William of Canadian Northern fame, was one of these brothers and served his apprenticeship in railroad contracting on the local construction work on the Toronto and Nipissing Railway.

Other businesses in the eighties were the general stores of A. C. Mackenzie, M. Perry, J. W. Shields and M. O'Neill, the waggon shops of Alex. Munro and Wm. King, the tinshops of N. Brumler and W. A. McCrae, the harness shops of Albert Hadfield and R. H. Wright, the butcher shop of Robert Boynton, the smithy of Alexander Fraser and the hotels of A. Gusty and Hector Campbell.

The disappearance of the northern forests and the consequent lack of cheap fuel made steam-power mills impracticable and these industries in Kirkfield faded away. A business directory of recent date gives the following analysis of the village as it now remains — Two stone-crushers, five carpenters, three merchants, two butchers, two bankers, one tailor, one harnessmaker, one blacksmith, one painter, one barber, one grain-buyer, one veterinary surgeon, one doctor and one druggist.

Hartley is an Irish Methodist hamlet in the southeast corner of Eldon and Glenarm or "Hardscrabble" a Scotch Presbyterian village half way on the Fenelon boundary. Neither has ever exceeded fifty in population.

Eldon township has thus no fewer than seven villages but in every case factors necessary for expansion have been lacking. The advent of Hydro-Electric power to centres like Woodville will doubtless suggest possibilities, but the cost of power transmission, the freightage to markets beyond a limited neighborhood, the competition of immense urban corporations, and our unfavorable banking system, will all render problematical any great industrial development. Whether such growth is always desirable is a matter for debate. It is sufficient here to note that the development of human communities depends far less on chance or local enthusiasm than on definite scientific laws.

(2) The Township of Fenelon

Fenelon Township reminds us by its name of Francis Fenelon, the famous seventeenth-century Archbishop of Cambrai, France. Experts assure us however that the township was named after the Archbishop's elder brother, who was a Sulpician missionary and explorer in Canada and founded a mission on the Bay of Quinte in 1668.

The superficial area of the municipality is about 108 square miles, but much of this is made up of the water surfaces of three lakes, Sturgeon, Cameron and Balsam. Sturgeon Lake is shaped roughly like a bent human arm with the elbow pointing southwards towards Ops, the long fore-arm stretching eastward through Verulam to Bobcaygeon and the shorter upper arm extending north through the eastern concessions of Fenelon towards Fenelon Falls. The Scugog River flows in at the point of the elbow and is joined near its debouchure by McLaren's Creek, a smaller stream that flows eastward through South Fenelon. Cameron Lake lies a mile north of Sturgeon Lake and twenty-three feet above it. It is shaped somewhat like a potato, four miles from north to south and two from east to west. It is drained into Sturgeon Lake by the Fenelon River and is reinforced at its northwest end by the united waters of the Balsam and Burnt rivers. The former flows from Balsam Lake a mile to the west and the latter from far to the north and northeast in Haliburton County. The two rivers mingle their waters just before entering Cameron Lake. Balsam Lake may be compared to a wolf's head, with the long muzzle pointing southward as South Bay, two long ears pricked up into Northwest Bay and the Gull River estuary, and the neck ball represented by West Bay. It is a large lake and only the wolf's snout projects down into Fenelon township.

It is of interest to note that there are three small bodies of water each known as "Goose Lake," at or near the south, west and north boundaries of Fenelon respectively. The first is near the mouth of McLaren's Creek and about five miles north of Lindsay. This shallow pool was originally marsh land but has been made partially navigable by the building of a dam at Bobcaygeon. The second Goose Lake lies two miles north northwest of Cambray village in the deep moraine-blocked valley of an ancient preglacial river. The third is just north of the mouth of Burnt River and is a small tract of flooded marsh.

The land surface of Fenelon is more uneven than in Ops and becomes increasingly hilly towards the north. The chief elevations are kames and eskers of morainic sand. The soil is best in the southeast and the whole southern half of the township is of fair average value. Towards the north however steepening hills and swampy depressions are more discouraging to agriculture.

Early Settlements in Fenelon.

Fenelon was surveyed about 1822 but general immigration did not commence until more than two years later.

The earliest settler was Angus McLaren who, many years before any formal locations were made, squatted just north of the creek which still bears his name. McLaren had a wife and four daughters and ultimately held some 1400 acres in this neighborhood. Much later than McLaren, but still early in the settlement of the southern borders, were the Edwards, Weldons and Tompkins. The heyday of McLaren's Creek was in 1843 when Squire Hempt of Lindsay brought in a contingent of French Canadian lumbermen and cleared out the stream and its banks so that the largest squared timber could be brought out and floated down the Trent System to the St. Lawrence and Quebec.

Most of the early settlers in Fenelon came in by way of Peterborough, thence six miles by trail to Bridgenorth on Chemung Lake, and the rest of the way by rowboat or canoe across Chemung, Pigeon and Sturgeon lakes.

About 1833 John Langton settled on the east shore of the north arm of Sturgeon Lake on the modern Graham farm. Langton was an M. A. of Cambridge University and a man of exceptional ability. It is therefore not surprising that he became District Councillor for Fenelon in 1842, Warden of Colborne District in 1847, member of parliament for Peterborough County in [illegible] and Auditor-General of Canada in [illegible].

In the summer of [illegible] William Jordan, with his mother, wife and four children, became Langton's neighbors on Lot [illegible], Con. XI. Magistrate George A. Jordan of Minden is a grandson of this William Jordan. Other early settlers in this neighborhood were James Cook, M. Palmer and D. S. Willich. Most of the pioneers in the Sturgeon Lake area were Protestant Irish who had sought Canada after the passing of the Catholic Emancipation Bill in the Old Land.

In the centre of the township, however, a different nationality was taking possession. About 1840 Isaac G. Meynes and Thos. Meynes struck east from the Scotch settlements in Eldon into the dense swamps and woods of Fenelon. Here, near Lot 20, Concession V, they built their log cabin. Many Scotchmen, the McNabs, Browns, Gilchrists, Murchisons, McNevins and others soon followed and the central and western parts of Fenelon are dominated by Scotch Presbyterians to this day.

Later than Scotch and Irish, and much more numerous than either, came an immigration of English Nonconformists who located chiefly in the neighborhood of Fenelon Falls.

The census for [illegible] gives the following analysis of the township:—English [illegible], Irish [illegible], Scotch [illegible], Dutch and German [illegible], all others [illegible]. The religious groupings were:—Methodists, [illegible], Presbyterians [illegible], Anglicans, [illegible], Baptists, [illegible], Roman Catholics 74, Mormons 71, all others [illegible]. The census did not state whether the seventy-one members constituted a single household.

Land around Cameron Lake was granted in early times to Duncan Cameron, a Toronto banker and Family Compact politician, from this circumstance the lake derives its present name. The actual pioneers, however, to whom the credit is due for the clearing and settlement of this locality were John Bellsford, John McIntyre Hamilton and Samuel Boyce, James Humphrey and Robert Dennistoun, who became County Judge at Peterborough in 186[illegible].

The Village at the Falls.

At the southwest corner of Cameron Lake its waters issued in a considerable river, thundered down twenty-three feet over a limestone cliff, and then boiled and spumed through a rocky gorge to Sturgeon Lake, half a mile distant. The conditions of the day made the banks of this cataract an inevitable mill site and, ultimately, a village site, known first as "Cameron's Falls," and later as "Fenelon Falls."

According to the Ontario Domesday Book, Lot 23 in Concession X, which includes the falls itself and the heart of the modern village, was patented to the Hon. Duncan Cameron. Lots 25, [illegible] and 26, Con. XI (northeast of the village) were granted to the Earl of Mountcashel, and Lots 21, 22 and 23, Con. X, Lots [illegible] and 29, Con. IX, and Lots 21, 2[illegible] and 25, Con. XI (all adjacent to and partly included in the present village) were deeded to James Wallis and Robert Jameson.

In [illegible] Wallis and Jameson added Cameron's lot to their holdings and built a grist mill on the left bank of the falls almost at the modern road bridge. The stones for this mill were brought all the way from Toronto on sleighs in the wintertime.

In 185[illegible] this first establishment was demolished and separate grist and sawmills were built on the same site. In 1851 the first steamboat of the Kawartha lakes, the "Woodman," of Port Perry, arrived in Fenelon Falls on its maiden trip. The following year James Wallis had the "Ogemah" built at Fenelon Falls in order to carry his lumber to Port Perry, whence it was teamed to Port Whitby. At the launching of the "Ogemah" a great celebration was held and a free banquet furnished at Wallis's expense to the population of the immediate neighborhood.

This feast was perhaps a minor undertaking, yet a real village was beginning to take form on the east bank of the river. The growth of the gristing and lumbering business called for more hands. The first blacksmith, Jeremiah Twomey, who was later a prominent citizen and a considerable landlord, arrived about 1850. In that year James Wallis opened up a store and a man named Comstock built a log tavern on the site of the later McArthur House near the modern locks. There was also a post office in charge of William Fowles and an Anglican church and parsonage.

The first Anglican incumbent, the Rev Mr Fidler met a tragic death. He used to hold occasional services at W[illegible]'s Settlement, now Dunsford, south of Sturgeon Lake, and would be rowed thither, a distance of ten miles, by two of his parishioners. One Sunday the little party had returned from such an expedition and had portaged above the falls on the south side, preparatory to crossing over to the parsonage which stood on the north shore a little farther up. The rowboat was set in the water and the rector and one of his oarsmen climbed into it. The current here, just above the falls, was very swift, but could be negotiated with care and hard rowing. While the rector was getting to his seat his companion held the boat fast to shore by seizing some juniper branches. But either through thoughtlessness or a misunderstanding of orders he let go too soon and the boat swung out into the current. Its occupants were confused and could not adjust the oars in the rowlocks before it was too late. With cries that could be faintly heard above the roar of tumbling waters they were swept over the dam and then over the falls, where their boat was shattered into kindling wood. Their bodies were found next day in the pool just below the falls.

As late as 1851 there was only a narrow trail through the woods down the modern main street, but Wallis now had it cut out to full road width, floored it with slabs from his lumber mill and covered the slabs over with gravel. He and Jamieson also had the left bank of the river surveyed and plotted into village lots. In 1854 Wm. Martin opened the Clifton House, now the Kawartha Hotel. James Fitzgerald opened a store on Colborne Street and the village grew steadily by the arrival of tradesmen and mechanics until 1859 when the mill burned down.

The mill property was then bought by one Sutherland Stagner and lay idle for a long time, to the great detriment of the village. Then it was leased and later bought by E C Smith of Port Hope and a Mr Waddell of Cobourg. The new mill built by Smith and Waddell brought immediate prosperity to Fenelon Falls. A growing trade in lumber centred here. In 1872 there were three large mills, those of J D Smith and Company, of Gilliland and Mowry and of Green and Ellis, whose annual cut of pine alone totalled nine, four and five million feet respectively.

In 1873 the Victoria Railway began to build north from Lindsay and its advent was a further stimulus to the growth of Fenelon Falls. In 1873 the late Mr E. D Hand who had founded the "Lindsay Advocate" in 1866 and the "Bobcaygeon Independent" fifteen years later now launched the "Fenelon Falls Gazette" a weekly newspaper of Liberal persuasion. The "Gazette" after forty-eight years of existence still carries on. Its present publishers are the Robson brothers, formerly of Lindsay.

Incorporation as a village came to Fenelon Falls in 1875. The first Village Council was composed of the following:—Reeve, J. D. Smith; Councillors, J. W. Fitzgerald, Joseph McArthur, William Jordan and Richard Jackson.

Fenelon Falls had long been the upper terminus for navigation on the Kawartha Lakes but in 1882 the Federal Government at last agreed to build locks and a short stretch of canal by which to render the upper lakes accessible. The engineers did not attempt to lead the canal up the natural watercourse but cut their channel through the steep limestone bank to the north of the falls. Mr A P McDonald an American made the lowest tender for construction and was awarded the contract The first blow was struck on October 17 1882 and the first rock blasted nine days later Valor rather than discretion marked these operations and large masses of rock crashed into dwellings hundreds of yards away The locks were to be two in number thirty three feet wide and three hundred feet in total length. The cut for the lower lock was to be thirty six feet deep and for the upper lock twenty two feet deep The canal from the upper lock to Cameron Lake was to be sixty feet wide and twelve feet deep. This new public work was opened for navigation in the summer of 1886

That same year saw Fenelon Falls reach the peak of her prosperity Her population was then 1312 and has since decreased steadily until in 1920 only 832 inhabitants remained The wane of lumbering in the country to the north has meant the decline of Fenelon Falls, for it was chiefly on lumbering that she had grown The completion of the Trent Canal has made her only a way port instead of a terminus for lake trade. Electricity has been developed here but most of it is transmitted elsewhere on the Hydro Electric Commission's Central Ontario 44 000 volt circuit instead of being utilized industrially in the immediate neighborhood A recent directory credits the municipality with two flour mills two sawmills, a wood turning mill, a woollen mill, four hotels, six churches and about twenty stores The future of the village would now seem to be dependent on summer tourist traffic and far more vitally on the economic services that it may render to the country districts near by

The chief racial elements of the population in 1911 were —English, 482 Irish 34[illegible] Scotch 188 French 48 The religious denominations at that time were made up thus —Methodists, 488 Presbyterians, 284 Anglicans 198 Baptists, 181 Roman Catholics 83

Farm Villages and Summer Villages

There are few other villages in Fenelon Cambray built chiefly on Lots 8 and [illegible] Concession I on the main road from East Eldon to Lindsay was so named because of the mistaken idea that the township had been named after Francois Fenelon the Archbishop of Cambrai France Its population is largely made up of retired farmers among whom Scotch Presbyterians perhaps predominate. A small mill-stream which runs through the village, was probably the deciding factor in the choice of its site but its industries have never developed greatly and its population has seldom exceeded two hundred and fifty In February 1888 oil was struck near here at a depth of 288 feet but its development never prospered In recent years busi ness and occupation have been carried on locally by three general stores, a mill run by A. E. and W. B. Fair, four masons, three carpenters, three blacksmiths, one cheesemaker, one tinsmith, one harnessmaker and one doctor.

Cameron, four miles east by north from Cambray, is a much smaller village with a station on the Haliburton Division of the Grand Trunk Railway. Like Cameron Lake it is named after Duncan Cameron, an early Toronto banker. The neighborhood is chiefly noted for its recurrent epidemics of [illegible] [illegible] [illegible] forms, during the past eighty years.

Sturgeon Point and Pleasant Point are summer villages. The former is incorporated with a tax-roll of 141 and an assessment of [illegible]. In summer these cottage communities on the opposite shores of Sturgeon Lake are thronged with urban residents, in winter all is deserted. From the earliest times the hardwood groves of Sturgeon Point were a favorite rendezvous for picnics and excursions. The first regatta here was held in 1841, eighty years ago. All pleasure on that occasion was marred by the drowning of a Mr. Wetherup, who was upset from his canoe while in the act of taking off his coat. He was a powerful swimmer, but with his arms thus pinioned behind him he was lost at once. Thirty-five years later Captain George Crandell of Lindsay, the chief promoter of navigation on local waters, realised the possibilities of Sturgeon Point as a summer village and spent some $25,000 in developing it towards that end. In 1876 he built a large summer hotel, the management of which was undertaken by W. H. Simpson. Crandell also purchased an extensive tract adjacent to the hotel and plotted out lots for summer cottages. These were quickly bought up and built upon, and thus began the summer colony at the Point. The first regatta under the auspices of cottagers was held on September 15, 1878. The event of the day was a double canoe race in which two Rama Reserve Ojibwas named Yellowhead won by a narrow margin from Whetung and Tobacco, two Mississaugas from the Chemong Reserve. The winners paddled a birch bark canoe at seventy strokes to the minute. There were several white entrants in this open race, but all were left hopelessly behind by the two Indian crews. About this time a black bear was found roaming about near the hotel and was disposed of by excited [illegible]. The hotel was destroyed by fire in 1895 but the village about it has continued to flourish. Pleasant Point or Hay's Point is a more recent summer village on the lake front of the John Hay farm. Its ratepayers are even now seeking incorporation.

It is a somewhat effete existence that these large community summer resorts offer to anyone possessed of youth and vigor, but they are a true paradise for little children and a healthful week-end refuge for urban workers who have no vacation in which to sally by canoe into the magnificent wildernesses of North Victoria and Haliburton.

Population and Assessment.

Fenelon township attained its maximum population in the eigh tion and has since declined rapidly. In 1881 the township, including Fenelon Falls, totalled 5266 inhabitants. In 1930 the county records showed a total of 2648, a decrease of over thirty three per cent. The nominal assessed value of all property in the township and its villages was $1,250,000 in 1881 and in 1930 $2,613,000, or a little more than twice the earlier estimate. However, the price indexes for 1881 and 1930 are in the ratio of [illegible] to [illegible], so that, on this basis the present assessment amounts to only $[illegible],373 in terms of 1881 values.

(F) The Township of Verulam.

Verulam township is named after James Walter Grimston, Earl of Verulam (1775-1845), who was brother-in-law of Lord Liverpool, the nominal premier of England from 1812 to 1827. This Canadian municipality seems to be Grimston's sole claim to reputation, for one seeks in vain for mention of him in any dictionary or encyclopedia.

Verulam is bounded on the south by Emily, on the east by Harvey township, (in Peterborough County), on the north by Somerville and on the west by Fenelon. In plan it is a rectangle, ten concessions, or eight miles, from west to east and some thirty two lots, or about twelve miles, from south to north. The east arm of Sturgeon Lake runs completely across the township in an east-northeasterly direction. About two-fifths of the land area lies to the south of the lake and the remainder to the north. On the eastern boundary Sturgeon Lake finds an outlet into Pigeon Lake by two channels, on either side of a considerable island. The northern main channel is known as North River and the meagre stream to the south as Little Bob, an abbreviation of the name Bobcaygeon, itself a corruption of the Indian title for the shallow rapids in North River. The name Bobcaygeon is now applied to the incorporated village which has been built partly on the island and partly on the mainland to the north. About the centre of the southern boundary is Emily Lake, a mile and a half in length and like a human stomach in outline. It is fed by Emily Creek, which flows down from Emily township through a wide, steep valley and is drained into Sturgeon Lake by the same stream. Other creeks flow into Sturgeon Lake from the north and two small streams divided from the others by a watershed actually run north west into the Fenelon and Burnt rivers respectively.

Most of the township north of Sturgeon Lake is broken and rocky with an interspersion of shallow swamps. The area south of the lake is considered preferable for farming but there is much drowned land along Emily Creek and a broad cranberry marsh extending from Emily Lake eastward to Pigeon Lake. The timber in early times was chiefly pine with an intermixture of hardwood.

Survey by John Houston in 1831

The government survey of Verulam was conducted by John Houston and completed by 1831. The township was placed on the market

in 1832, but so much of it was seized upon by speculators that settlement was retarded for many years.

Long before the government survey an Indian trader named Billy McKeough had located on the site of Bobcaygeon village to do business with the Mississauga Indians of the neighborhood. The [illegible] of Port Hope also traded with the Indians hereabouts and tradition states that in buying beaver skins or other [illegible] they would place a hand on the scale to represent one pound and a foot to represent two pounds.

First Settlers Hunter and Bell

The first serious settlement of Verulam was in 1833 when John Hunter located in the southeast corner of the township and Wm. Bell near the Harvey boundary north of Bobcaygeon. In the fall of that year John McFeeters settled near the Emily boundary and some Frasers and McAndrews near the Fenelon boundary.

These pioneers, and almost all others who came to Verulam for the next fifty years, entered from the east. They would come on foot or by ox-cart from Peterborough northwest to Bridgenorth over six miles of miry log-strewn trail. From Bridgenorth they would proceed by punt, scow, bateau or canoe up Chemong or Mud Lake and through the narrows of Oak Orchard into Pigeon Lake. At Bobcaygeon all luggage would be portaged, but before the building of a dam the scows and punts would be poled up the rapids. Sturgeon Lake was thereafter the trail for their proceeding farther west.

In 1835 some Fermanagh Irishmen who had located in Harvey in the previous year moved across the boundary and took up land near William Bell. Among these were the Grahams, Murdochs and McConnells. William Junkin, John Stewart, and others settled in the north centre of the township and Matthew Ingram east again from them.

Most of the land immediately adjacent to Sturgeon Lake was taken up by retired army and navy officers and by English gentry. On the north shore, the Vizards, Wickams and Edward Attle entered in 1833, the Boyds in 1834 and the Dunsfords in 1837. The head of the latter household was the Rev. James H. Dunsford, (1786-[illegible]) who was an M. A. of Oxford and rector of [illegible], Gloucestershire. In 1844 he retired from Verulam to Peterborough, where he edited the Gazette for several years. His sons James W. and Hartley Dunsford, established a shingle mill on the north shore near Red Rock. The former was many times Reeve of Verulam, while the latter was appointed Registrar of Victoria County in [illegible] and died in Lindsay in [illegible].

Along the south shore of Sturgeon Lake were the [illegible] Frasers, Jenkins and Thompsons.

"Scotch" and "Military" Lines.

The "Scotch Line," between Concessions V and VI from Sturgeon

Lake south to Emily Lake was first settled in 1833. Early in that year Captain Andrew Fraser, a Scotch veteran of Waterloo, located here on the lake shore. That same autumn brought a Highland Scotch contingent of two single brothers named McDonald, a McPhail with a grown up son and daughter and Robert Robertson with his wife, four little children and a nurse. The men had come in first to build log shacks leaving their families in Peterborough. When the rude dwellings were ready they brought in the remainder of the party by ox-cart to Bridgenorth and thence through Chemong, Pigeon and Sturgeon Lakes by canoe. They camped on the open shore of Sturgeon Lake on the night of October 29, 1833 and awoke next morning to find the lake frozen solid. These three families settled on Lots 9 and 10 Concession V and Lot 10 Concession VI. Robertson and the McDonalds had brought whip-saws with them from Scotland and by rigging a sawpit soon prepared their own boards for walls, doors, benches and bedsteads. Some years later other Scotch families located along the same road. Thomas Robertson, a son of the pioneer Robert Robertson, still survives on the old homestead.

The road between Concessions VI and VII was settled by pensioners, the Lithgows, Murdochs, Grays, Hamiltons, and others and was therefore called "the Military Line." The next line to the east was taken up by Irish Protestants such as the Longs, Steeles and Middletons.

The area to the west of Emily Creek was taken up by four families of Thurstons, three families of Butts, and the Kennedys, McCallums, Irvines, Flynns, and Sheriffs.

The first white child born in Verulam township north of Sturgeon Lake was a daughter of Matthew Ingram. The first baby south of the lake was John Robertson, a son of Robert Robertson.

The Mill Village of Bobcaygeon.

The virtual founder of Bobcaygeon was Thomas Need who in 1833 was granted 400 acres of land on and adjacent to Bobcaygeon Island as a bonus towards building a sawmill and a grist mill for the new township. The sawmill equipped with a single upright saw was built first and for some time all the settlers, both north and south of Sturgeon Lake, had to take their grain by a trail south from the "Scotch Line" to Wm. Cottingham's mill at Metcalfe. Even when Need did add a pair of grinding stones to his equipment he still went without a bolt for a long time. He opened the first store in Bobcaygeon and was also the first postmaster. The government had reserved and surveyed a townsite on the north bank of the river but the miller, with characteristic enterprise, had streets laid out and lots platted on the island by John Reid and the village of today occupies parts of both sites. He sold out his interests in 1844 to Mossom Boyd and left the neighborhood never to return.

Other villagers of Bobcaygeon in 1833 were Campbell Sawyer on the north side of the river and two men Forrest and Long by name who lived in log cabins at the head of the island. In 1834 John Henry Taylor and Charles Bailey came in and lived with Forrest. Soon afterwards James McConnell built the first frame house of the village (on the north side of the river) and opened it as the "Traveller's Home." The raising of the Buckhorn dam in 1841 isolated this tavern from the mainland and a more satisfactory building was therefore erected on the present Rockland House site.

Edward Lyle opened the second store in Bobcaygeon. Later business men were E. T. Harlow, W. McComas, W. H. Read, J. T. Robinson, and J. H. Thompson.

A lock at Bobcaygeon was undertaken as early as 1834 by Messrs. Pearse, Dumble and Hunt, commissioners for the prospective canal, at $[illegible]. The unsettled state of the country and the outbreak of 1837 kept the work in check but it was completed by 1840. Thomas Need was at this time one of five "Commissioners for superintending the improvement of the navigation of the Newcastle District." His successor, Mossom Boyd, also took an active interest in the construction of the Trent system and when, after decades of apathy, the government began in the seventies to consider further extensions he had a voluminous report prepared at his own expense. The Bobcaygeon lock has been rebuilt in 1857 and in 1921.

The first divine service at Bobcaygeon was a conventicle held in McConnell's tavern by the Rev. Mr. Edwards, a Baptist minister from Peterborough. Sunday school was carried on in Forrest's log cabin on the island. The first Quarterly Board of the Methodist church met on May 1st, 1853, and consisted of George Rich, Thomas Taylor, James Bayley and James Thurston. The efforts of this Board and of the Rev. John Dowler, then pastor, succeeded in erecting a frame church which was opened in 1862. The seats were plank benches and the means of illumination tallow candles. This church has since been extensively remodelled in 1869, in 1879 and in 1913.

The Methodists are the strongest denomination in Bobcaygeon, but the Anglicans and Presbyterians do not lag far behind. The religious section of the 1911 census gave the following figures:— Methodists, 428; Anglicans, 310; Presbyterians, 180; Roman Catholics, 55; Baptists, 34.

Bobcaygeon Since Incorporation.

Bobcaygeon became an incorporated village on January 1, 1877. The following citizens constituted the first Council:—Reeve, W. B. Reid; Councillors, Charles Rashfield, J. L. Reid, E. Bottum and John Kennedy. J. G. Edwards was Clerk and Treasurer. A Village Hall of red brick was erected at a cost of $3055.

The population at this time has been estimated at about one thousand. Local industries were flourishing. There were sawmills, a shingle mill, a carding mill, a grist mill and a tannery. Lime was prepared on an extensive scale, two kilns turning out one hundred barrels of lime daily. There were also quarries of lithographic stone

about three miles from the village. Petroleum deposits had been located in 1866 but a company formed locally for its development was unsuccessful.

A weekly paper, the "Independent," had been begun in 1870 by E. D. Hand who had founded the "Advocate" in Lindsay in 1858. In 1873 Hand removed to Fenelon Falls and there established the "Gazette." The "Independent" was thereupon taken over by C. E. Stewart who, aided by his daughter, edited the paper for many years. Mr. A. Warren has been a more recent publisher.

For many years Bobcaygeon's greatest handicap was isolation from the outer world. The village was eighteen miles from Lindsay by road and still more remote from Peterborough. Railroads were late in coming in, and sister villages like Fenelon Falls and Coboconk had train service thirty-five years before the first locomotive entered Bobcaygeon. In summer traffic used to come by steamer from Lindsay or Bridgenorth but in winter the village was sealed away by the frozen lakes. There had, indeed, been attempts at railway-building. In 1874 the Cobourg, Peterborough and Marmora Railway planned to extend their line to Bobcaygeon and Fenelon Falls but the corporation was already bankrupt and the proposal came to nothing. Then in December 1889 twelve Victoria County men, Messrs. M. M. Boyd, John Fraser, John L. Reid, George Rich and Wm. Sandler (all of Bobcaygeon) and Messrs. J. R. Knowlson, W. McDonnell, J. D. Flavelle, D. J. McIntyre, John Dobson, John Kennedy and John Macdonald (all of Lindsay) applied to the government at Ottawa for a charter for a Bobcaygeon, Lindsay and Pontypool Railway. This charter was granted on the 28th of March, 1890, and a subsidy of $51,200 voted two months later. A further grant of $16,000 at the next session of parliament was in prospect but the deaths of Adam Hudspeth, the member for South Victoria, and of Sir John A. Macdonald who had been acting Minister of Railways and had transacted all business with the new Company, disappointed the directors. Then the township of Ops proceeded to reject a bonus by-law and the railway project ultimately succumbed to dry rot. A more ambitious enterprise was launched in Peterborough in 1891 when a number of citizens headed by John Burnham, Q.C., sought to promote a Peterborough and Sault Ste Marie Railway which was to pass through Bobcaygeon on its long run northwestward. However the company could not secure even a charter from the Abbott administration and the whole scheme evaporated. It was not until 1904 when the Canadian Pacific Railway completed a branch line from Burketon through Lindsay to Bobcaygeon that the Verulam village was linked up with Ontario's rail transport system. The advent of the railway was too late to establish prosperity in the face of depleted forest resources and an adverse banking system. The population, which long was stable at over one thousand, had dropped by 1920 to a scant eight hundred and forty-four. Summer tourists, however, come and enter freely and will doubtless increase in numbers and enthusiasm as the natural advantages of the village become more widely known.

Slow Development of Verulam.

The township proper developed very slowly because of the number of land speculators and absentee land-owners. In 1860 ten years after settlement began there were only 90 householders in the combined area of Verulam and Harvey. Even 1869 found less than twenty miles of waggon road in all Verulam. The land speculator was the curse of the township, as for that matter of all other townships in Victoria.

On the introduction of municipal institutions in 1850 Verulam was associated with Fenelon and Bexley for administrative purposes. The first Council comprised the following:—Reeve, John Langton; Councillors, James W. Dunsford, William Sluddaby, Samuel Brock, and Jabez Thurston. The Clerk was William Powles, the postmaster at Powles Corners.

The racial constituents of Verulam in 1861 were as follows:—Irish 1079, English, 638, Scotch 275, all others 63. As for churches, the Methodists were in the ascendant, the figures being as follows:—Methodists 990, Anglicans, 684, Presbyterians 670, Baptists, 188, Roman Catholics 85. The peak of population was 2230 reached in 1881. The assessment rolls of 1920 show a recession from 1880. The present valuation of the township is $1,000,000, or almost equal to that of Fenelon.

Some Verulam Hamlets.

Verulam has no other villages at all comparable to Bobcaygeon in size.

Dunsford, on the C.P.R., on and adjacent to Lot 6, Concession III, has a population of about forty. The locality was once known as "Sheriff's Corners" and also as "Willock's Settlement," but was later renamed in honor of the Dunsford family. The first Methodist church here was built in 1860. This was replaced in 1880 during the pastorate of the Rev. W. M. Pattyson by a new sanctuary of red brick. A recent directory credits the village with two stores, two smithies, and a cheese factory. An Adventist hermit lives deep in the penetralia of a huge swamp two miles east of Dunsford.

Fairbairn, Red Rock, Sandy Point, and Thurstonia are rural post offices. Fairbairn is situated on Lot 25, Concession VI, in the northeast of the township and is named after Charles W. Fairbairn, a Verulam farmer who represented South Victoria in the House of Commons from 1900 to 1908. Red Rock post office, on Lot 15, Concession V, a mile north of Sturgeon Lake, derives its name from a massive and striking monadnock of red granite which pushes up through the prevailing limestone strata on Lot 19, Concession IV, a little to westward. Sandy Point is part of Sturgeon Point on the north shore of the lake. Thurstonia is a summer resort on the south shore and is called after the Thurstons, who have been numerous and prominent in this part of the township.

Ancona Point is a station on the C.P.R. half way between Dunsford and Bobcaygeon. It was built to serve "Scotch Line" and was to have borne that name, but one or two local men held stubbornly by conceptions of their own and the C.P.R. finally settled the dispute by adopting the present Italian title, which is utterly without relevance to any aspect of any part of the township.

Chapter III

An Agricultural Transformation

The past history of the six southern townships, Emily, Ops, Mariposa, Verulam, Fenelon and Eldon, and especially of the three first named, has been closely bound up with the cultivation of the soil in its starkest essentials. The history of South Victoria is the history of agricultural development in a forest area, and any student who deals with town and village life to the neglect of this fundamental aspect of the region will falsify the true meaning of one hundred years of local history.

The agriculture of the century under discussion falls into two approximately equal periods of development. From 1825 to 1871 was the era of pioneering, when the demolition of the forests still absorbed most of the energies of the people. From 1878 down to the present may be seen the true development of modern mixed farming along certain broad lines and in accordance with certain formative factors.

A first impression of the changing aspects of agriculture throughout the century may be had from the subjoined table of statistics. The figures for [illegible] which represent the pioneer period have been worked out from the census and the Assessment Rolls. The data for [illegible], [illegible] and [illegible] are obtained from the annual reports of the provincial Bureau of Industries, established in 1882. The statistics chosen have been carefully compared in all respects with those of the harvests in adjacent years, and in each case have been found to belong to no especially favorable season.

Victoria County Crop Statistics.

Products	[illegible]	[illegible]	[illegible]	[illegible]
Fall Wheat, bus.	[illegible]	[illegible]	[illegible]	[illegible]
Spring Wheat, bus.	none	[illegible]	[illegible]	[illegible]
Barley, bus.	[illegible]	[illegible]	[illegible]	[illegible]
Oats, bus.	[illegible]	[illegible]	[illegible]	[illegible]
Rye, bus.	[illegible]	[illegible]	[illegible]	[illegible]
Mixed grains, bus.	none	none	none	[illegible]
Corn for husking, bus.	[illegible]	[illegible]	[illegible]	[illegible]
Fodder corn, tons	none	none	[illegible]	[illegible]
Hay and clover, tons	[illegible]	[illegible]	[illegible]	[illegible]
Alfalfa, tons	none	none	[illegible]	[illegible]
Flax, bus.	none	[illegible]	none	[illegible]
Buckwheat, bus.	[illegible]	[illegible]	[illegible]	[illegible]
Peas, bus.	[illegible]	[illegible]	[illegible]	70 480

Beans, bus.	none	2,394	6,022	1,824
Potatoes, bags	125,152	454,832	388,120	312,360
Turnips, bus.	45,673	1,051,960	2,119,116	1,273,503
Mangels, bus.	252	336,400	455,262	302,400
Carrots, acres	none	255	none	17
Sugar Beets, bus.	none	none	none	14,400
Hops, acres	none	26	none	none
Horses	1,914	10,951	13,779	12,570
Sheep	11,517	36,132	40,345	20,750
Cattle	9,352	40,589	42,044	52,705
Swine	6,716	18,151	31,326	29,047
Poultry	no record	105,006	153,336	184,591

Comparisons and Contrasts

It will heighten the comparison of these figures when we consider that in 1860 the rural population of South Victoria was about 9400 and that in 1920 the farming population in this same area totalled approximately 9735. In other words, the number of people on the land last year and in 1850 were almost exactly equal. The farm crops for the two years, however, form an amazing contrast, whose explanation must be sought in the conditions of the times. In 1850 virgin forest still covered the greater portion of the land. The area under crop was 15,626 acres in 1850 and in 1920 156,803 acres, or more than ten times as much. The farmer in the fifties was glad to have cleared sufficient land around his cabin to enable him to sow enough wheat, oats, potatoes, and turnips (see table) for himself and his stock. Other crops were almost unknown. The chief exports were not farm products but pine and oak lumber and potash. The latter product was secured by leaching the wood ashes that were so plentiful in times when merely to clear the land acre after acre of the finest timber would be cut down in windrows and fired. In 1842 there were 1021 potasheries in Upper Canada. The potash from Eldon township was at one time graded as the best on the Montreal market.

When we turn to the figures for the modern period of agricultural history we find the countryside given over exclusively to farming. The improved acreage, including pasturage, was 234,000 acres in 1882. By 1920 this had increased by only 83,000 acres. Modern farming was thus already definitely established in the former year.

The figures as given do not, however, show a steady unbroken development in every line. Some crops once highly favored are now neglected and others, unknown forty years ago, are now looked upon as essential. It will be not uninstructive, therefore, to take the products item by item as they appear in the statistical table and consider the influences at work behind the scenes, for every marked change in the production of any major crop has some definite explanation. Most of these alterations in farm products are due to the increased complexity of modern farming, to the discovery that certain crops are not suited to this county, and to the loss of certain markets.

Fall wheat, the first cereal listed, has maintained its position fairly well. The drop of nearly 50 per cent. in 1935 is due to the starvation prices then current. In 1882 fall wheat had sold for $1.01 the bushel; by 1894 it had dropped to fifty-five cents. A later recovery in prices has brought the output back nearer to old levels. Fall wheat is, however, only a semi-minor crop.

Time has proved that spring wheat is not a paying crop in Ontario, and last year's yield was less than one-fifth of the crop of 1882. It is probable that the next generation of farmers will discard it entirely.

Barley was formerly grown for malting and shipped extensively to breweries in the United States. An embargo against Canadian barley caused the first falling off. The diminished crop of today is used largely for fodder.

Rye flourishes on a sandy loam, and as most of South Victoria is a heavy clay, little is ever sown.

Mixed grains constitute a new and popular crop unknown in earlier times. It has been demonstrated by Professor C. A. Zavitz of the Ontario Agricultural College, Guelph, that barley and oats sown together give a better yield than when sown separately. The barley is a surface feeder and matures early; the oats strike deeper and ripen more slowly, and the two cereals seem to co-operate after a fashion. The resulting mixture makes an ideal crop for all purposes.

Another new crop is fodder corn. Corn for husking has dwindled down to a mere minimum necessary for seed purposes, but the growing use of silos for fodder storage has almost revolutionized the dietary of farm stock. The change since the eighties, when ensilage was unknown, has been phenomenal.

Hay and clover show a steady normal development. The crop has increased by more than one-half in the last twenty-five years. Alfalfa and sweet clover are popular with a few individual farmers, but have met with no widespread adoption.

The vagaries of western markets brought about a mild interest in flax. The permanence of this crop is problematical.

Buckwheat has been planted more and more in recent years. The output in 1930 was more than twenty times that of 1882. The explanation lies in the increasing shortage of farm labor. Buckwheat is not a particularly satisfactory crop, but it can be sown late on the spring program and is therefore adopted there by farmers who find that the lack of help has made a full planting of earlier products an utter impossibility.

Peas have now only a shadow of their former importance. A country wide plague of weevils began the slump in peas, but this pest has now been unknown in Victoria County for more than a dozen years. The real reason for present unpopularity is the precarious success which attends this crop. A hot, dry spell during the blossom season seems to crush the immature ovaries and ruin all hope of development.

For beans, potatoes and roots the soil throughout most of the county is much too heavy. Sections of North Emily (near King's

Wharf) and parts of West Fenelon and East Eldon are sandy enough to make these crops ideal. Some farmers in the Moynes Settlement area in Fenelon have realized this fact but elsewhere in these tracts of lighter soil little attempt has been made to develop the crops that best suit the land.

In the case of roots, the abundance of our Victoria County clay is not the only factor in reducing output. The scarcity of farm labor and the consequent difficulty of giving these crops proper cultivation have also contributed to their decline. Moreover in stock administration corn ensilage is steadily taking the place of turnips and mangels.

Two or three farmers have begun to plant sugar beets. The harvest is smaller to the acre than in the case of turnips but the food value is greater since the sugar beet contains from fifteen to sixteen per cent. of sugar.

A small but illustrious crop, for which no exact figures can be secured, is alsike clover seed. Ontario produces the bulk of the world's alsike seed supply and of this total approximately one-fifteenth comes from Victoria County. Further the Dominion Seed Commissioner, Mr. G. H. Clark, of Ottawa, has stated that the Victoria County seed is the best in the world. This is surely a record in which our farmers may feel legitimate pride. The alsike clover of the county is grown almost exclusively in Mariposa and Ops, though Fenelon township is beginning to take an interest in the crop.

Rise of Dairying.

Far more important than minor changes in crops, and to a certain extent shaping the choice of crops, has been the development of dairying. This is, indeed, one of the outstanding features of Victoria's second half-century. The pioneers, who were practically all Irish, English or Scotch, brought with them an ancestral love for fine cattle. In early times they kept all the stock that their little clearings would maintain, though even this often meant a very limited collection. As the forests slowly retreated, the herds grew in number and extensive mixed farming became a reality. In some of the other parts of Ontario a period in which wheat-growing predominated intervened between the pioneer period and the modern mixed farming period. Such was the case in York county, which in 1880 produced over two million bushels of wheat. In Victoria, pioneering was much delayed and dairying followed close after the era of lumbering.

From 1870 to 1900 the co-operative cheese factory was the focus of dairy enterprise. Since that time the creamery has gradually displaced the cheese factory.

The co-operative companies were easily organized. Half a dozen or more farmers in a locality drew up an agreement in accordance with a special Act passed for the purpose and registered this agreement in the county registry office. Sufficient money was subscribed to build a factory and equip it. A committee of management was appointed. Fifty or more farmers agreed to send their milk daily to the factory where it was made into cheese by an expert Careful record was kept of the milk supplied by each patron and also of its quality in value for cheese The products were sold and the surplus after deducting the cost of making and selling was divided among the patrons according to the amount of milk that each had sent. In Victoria County in 1897 there were 1047 patrons of cheese factories. Their contribution of milk was about fifteen million pounds and their net returns $85 954

In 1876 there were no cheese factories in the county In 1888 there were sixteen as follows —

Name Secretary and Address
Palestine—Samuel Truman, Kirkfield.
Lorneville—James McAlpine Lorneville
Maple Leaf—John Reed, Downeyville.
Omemee—F Stephenson Omemee
Cambray—E G Lytle, Cambray
Cameron—Manley Maybee Cameron
Little Britain—O J B Yearsley Little Britain.
Mariposa—David Rogers, Linden Valley
Valentia—Joseph Mark Valentia
North Ops—John Jackson Lindsay
Reaboro—Joseph Brown Reaboro.
Bobcaygeon—Geo. W Taylor Bobcaygeon.
Dunsford—John McDonel Dunsford
North Verulam—Emerson Tiers Fairbairn.
Red Rock—Wm Paul Red Rock
Star—Morgan Johns Bobcaygeon

However the perfected invention of the cream separator brought about the abdication of the cheese factory in favor of the creamery It was a long step forward when the cream could be automatically drawn off for shipping to the creamery and the skim milk saved at home for the pigs and the calves. In 1888 no creameries had yet been registered anywhere in the county today the following butter making factories are in operation —

Name Secretary and Address
Omemee—L A Southworth Omemee.
Victoria—Lindsay Creamery Co Lindsay
Kinmount—J A Austin & Son, Kinmount.
Fenelon Falls—R A McIntosh Fenelon Falls
Coboconk—J A Ham Coboconk
Eldon—Newman Bros Lorneville Jct.

There are also seven cheese factories still surviving from the hey-day of the nineties. They are the following —

Name Secretary and Address.
East Emily—John Collins, Ennismore.
Reaboro—Mrs. Wm Nevin, Reaboro.
Star—John Robertson R R No. 1 Dunsford.
Dunsford—J B. Kennedy Dunsford
Red Rock—G W Taylor Bobcaygeon.

Victoria—[illegible] & [illegible], R. R. No 3, Fenelon Falls.
Bobcaygeon—C. W. Taylor, Bobcaygeon.

Figures of Prosperity.

The farming community has had a long, hard struggle, even down to quite recent times, to establish prosperity in the face of inadequate remuneration. Within the last few years, however, market prices have been more commensurate with the farmers' expenditure of toil and money. In 1897 the gross value of the year's crop was $1,801,251 and the capital investment $18,270,746. The net result of the year was probably a loss. In 1919, however, the gross crop value was $7,182,460 on a capitalization of $31,073,425. In 1897 chattel mortgages for the county had totalled $675,587. By 1919 these mortgages had shrunk to a mere $37,400, and the shadow of debt was nearly gone.

The value of Victoria County's farm property, as estimated for 1919 by the Ontario Department of Agriculture, was made up as follows:—Land, $16,730,007; buildings, $6,856,543; implements, $2,391,074; live stock on hand, $6,396,706; total, $31,073,425. The valuation of the farms of some of the counties near by was as follows:—Haliburton, $3,832,269; Peterborough, $36,477,241; Durham, $50,474,892; Northumberland, $54,133,102; Ontario, $46,086,17.

Factors in Agricultural Development.

The chief factors contributing to the changed aspect of modern agriculture have been four in number, viz. (1) the evolution and use of complex machinery, (2) the improvement in means of transportation, (3) the adoption of the findings of scientific investigation, and (4) the rise of new forms of agricultural co-operation.

The Development of Machinery

The development of farm machinery has been amazing in its rapidity and extent. Oxen dragged the pioneer's tree-crotch plow among the stumps, barely scratching the surface of the forest loam; thence we find a steady advance to the modern steel plow with its removable and adjustable colter and mould board, and now on many farms in the county gang plows dragged by gasoline tractors steadily turn up several furrows at a time. Then we have improvements in harrows for pulverizing the soil, in drills for sowing the seed, and in cultivators for replacing the old-fashioned hoe. The earliest settlers harvested their grain with sickles after the fashion of four thousand years before. Then came the scythe and cradle, then the reaper and the mower, and finally that wonderful machine, the self binder. Pioneer threshing was accomplished by flailing the grain with two sticks fastened together with a strap or by having horses or oxen trample it out. Now an elaborate threshing-machine run by steam or gasoline power separates the kernels from the chaff and straw with speed and thoroughness once deemed impossible. The principle of the silo, which is as ancient as Old Testament times, has been revived and improved upon. Instead of being a mere corn pit in the ground, it is now commonly an imposing stand-pipe of wood or cement, filled with chopped up fodder from a corn-cutting machine. Under this system a greater number of cattle can be supported on a farm of a given size. The preparation of dairy products has likewise received great assistance from inventive genius. In early times cream was skimmed from standing milk, hung up in a bag and pounded or swung around. Sometimes a primitive form of barrel churn was used. Then came the dash churn, and then the application of dog power, horse power and steam power, the introduction of the box churn and the constant elaboration of machinery in one direction and another. Today the cows can be milked by machinery, machines separate the cream from the milk, and every process in butter or cheese manufacture down to the putting of the finished product on the market can be accomplished by mechanical means. Cold storage warehouses then aid us to keep the finished product from spoiling before it can be disposed of for actual use. All these changes have come in, not during a score of generations but within the memory of men now living. Familiarity all too often blinds us to the wonder of the achievement.

Improvement of Transportation.

Facilities for transportation are vitally connected with agricultural development. When precarious forest trails were the only means of travel the export of farm products was almost unknown. A few sacks of wheat might be taken to some backwoods mill for grinding but the farmer never ventured farther. As a result, the farm was almost self sufficient and supplied its own needs with amazing ingenuity. The building of railroads which began in 1857 and the construction of passable roads have both wrought great changes. The farmer now produces only those things which the farm grows best, and is able to market the great surplus which exceeds his immediate needs. He now buys in town and village his clothes, his furniture, his tools, his farm implements and machinery, the lumber for his house and barn, the dishes for his table and the blankets for his bed. Certain irresponsible orators sometimes state nowadays that the farm is self-supporting and self-sufficient, and that farmers could, to attain economic ends, sever all connection with a recalcitrant urban population and live in splendid isolation. Only a disordered imagination could conceive of such a ghastly undertaking by which Canadian farmers would deliberately murder, through starvation, hundreds of thousands of women and children of their own flesh and blood. Further, the fundamental assumption, that the modern farmer is economically independent, is utterly false. Strip from him all that his commercial, professional and industrial fellow-citizens have given him and he would be in far worse case than his pioneer grandparents, for he would have all of their needs and would lack the means and ability to fill them. Modern means of transportation have made us a nation of interdependent people—many members, with many functions, yet one body and if one member suffer all suffer with it.

Agriculture Benefits From Science.

Scientific investigation has been little less important than improved transportation in its effects. Agriculture was long an art but is now rapidly becoming a science. Botanists produce and test new and better varieties of plants (such as the O. A. C. No. 72 oats, No. 21 barley and No. 104 winter wheat) and study the control of rusts, rots, moulds, mildews, and other parasitic forms of plant life. Entomologists have saved hundreds of millions of dollars to this continent in the last half century by their intelligent fight against insect pests. Chemists commencing with Sir Humphrey Davy and Liebig have analysed the soil and laid down the chemical prerequisites of successful agriculture. In 1874 the Ontario Government established an Agricultural College and Experimental Farm at Guelph. Since then many hundreds of enterprising young men have studied there and have returned to uplift the standards of farm efficiency in the community of their upbringing. For many years Victoria County, like all other counties in Southern Ontario, has had an Agricultural Representative stationed in it to study local problems and to give expert advice. Many farmers however still fail to realize the urgency of the rules laid down by scientific agriculture and have yet to put their farms on an efficient basis. Two of the most important points on which stress can be laid today are (1) the adaptation of crops to soil and (2) the maintenance of soil fertility by an intelligent rotation of crops, definitely planned out, and by the generous use of fertilizers. The former question has already been touched on in the discussion of recent crops. The urgent need of consideration for the latter principle will be evident from the following table, showing the yield per acre of certain crops in Victoria County (a) in 1882, (b) for the period [illegible]-1898, and (c) for the average of the two years 1919 and 1920:—

Product, bushels per acre	1882	[illegible]	1919-20
Corn in ear	70	[illegible]	[illegible]
Beans	18	[illegible]	[illegible]
Mangels	[illegible]	[illegible]	[illegible]
Turnips	[illegible]	[illegible]	[illegible]
Peas	[illegible]	[illegible]	[illegible]
Potatoes	[illegible]	[illegible]	[illegible]
Rye	18	[illegible]	[illegible]
Oats	[illegible]	[illegible]	[illegible]

When all due allowance is made for the vagaries of seasons it remains overwhelmingly evident that many farms in this County are being mined, not farmed, and that the fertility of the land is being steadily depleted without any thought of the future.

Another tenet of scientific agriculture is the establishment of thoroughbred strains of stock. Three organisations in this county, the

Hereford Association, the Holstein Association, and the Victoria County Pure Bred Stock Association are seeking to promote the establishment of thoroughbred flocks and herds but are meeting with considerable hostility from those who have muddled notions of economy or who are jealous of their own personal right to keep mongrel stock.

The first deliberate attempt to develop thoroughbred stock in Victoria was made in 1880 by the late Mossom M. Boyd, of Bobcaygeon. His aim was to establish a cattle-breeding centre by which ultimately to revolutionize the herds of the district. With this end in view he visited the principal stock farms of Ontario and bought several pedigreed Herefords and Durhams. In 1881 he began to assemble his famous herd of Aberdeen Angus cattle. Among his most successful animals were the cows Sister of Aberlour (8208) and Weston (4610) and the bulls Chivalry (1765) and King of Trumps (2806). King of Trumps was many times first in Ontario at the Provincial Exhibitions. He was killed on May 30, 1887 by a fall in the course of a battle with Chivalry on board the barge Paloma, on Pigeon Lake.

In 1881 also the late John Campbell of North Mariposa began to build up a flock of thoroughbred Shropshire Sheep. His ewes "Nancy" and "Topsy," his ram "Gold Medal" and many other animals won countless prizes, sweeping floor clear even in international expositions. In 1884 Mr Campbell also won the gold medal then awarded annually for the best cultivated and administered farm in Ontario.

The late George Laidlaw of the "Fort Ranch," Balsam Lake was a pioneer in the establishment of ranching on a large scale in the waste places of North Victoria.

It is well to remember that to a Victoria County man, the late Mossom M. Boyd of Bobcaygeon, belongs the sole credit for the creation of a new animal, the cattalo. Mr Boyd first secured ordinary hybrids by crossing buffaloes with domestic cattle. He then mated the hybrids among themselves and produced a new stable type which he termed the cattalo. The aim was to secure animals of a good beef type which would also have sufficient ruggedness and resisting qualities to winter in regions, such as the northern part of the prairie provinces, where the need of winter shelters and of large quantities of stored feed makes the breeding of ordinary cattle impracticable. The cattalo fulfils these requirements splendidly. Its hide is almost as warm and thick as that of the buffalo. It is hardy and not susceptible to disease. In winter it grazes through the snow. It needs no winter shelter. It faces storms and does not drift with the storm as do ordinary cattle. On Mr Boyd's death in 1915 the Dominion Department of Agriculture purchased from his estate twenty head of hybrids and cattaloes and placed them first on the experimental farm at Scott, Saskatchewan, and later on at Wainwright. Time is only vindicating the skilful enterprise of their Victoria County creator.

Among the many Victoria County farmers who are today maintaining thoroughbred stock may be mentioned the following: G. C. Channon, Oakwood, Aberdeen-Angus cattle; James Callaghan, Beabors, Holstein cattle; W. J. McNevin, Ops, Ayrshire cattle; A. Jamieson, Woodville, Shorthorn cattle and Shropshire sheep; J. R. Kelsey, Woodville, Shropshire sheep; John Cullis, Oakwood, Leicester sheep; A. E. Whetter, Oakwood, Clydesdale horses; J. Currie, Woodville, Yorkshire swine.

New Forms of Co-operation.

The fourth, and last, major factor in shaping agricultural development, has been the growth of new forms of co-operation in rural society. In pioneer times a whole neighborhood would gather in "bees" to co-operate in logging, clearing, barn-raising, road-making, corn husking or even pig-killing. The women, too, had their bees for carpet making or quilting. Today the farmer does his own work and limits his operations to his own farm and his own help. The only exceptions are at barn-raisings and when neighbors gather to help the thresher, who goes from farm to farm with his machine and portable engine. But co-operation now finds expression along broader and less intimate lines, in organizations for collective buying and selling, and for mutual emulation and increased efficiency. We have already referred to the co-operative cheese factory and creamery companies. A still more recent organization is the Victoria County Co-operative Company, Ltd., which aims at the co-operative sale of seeds, grains, and other farm products.

The Rise of Agricultural Societies.

Less immediately remunerative than these commercial ventures, but even more potent in the improvement of rural life have been the agricultural societies, with their annual fairs where comparison of products stimulates a desire for better crops and better stock.

It is not definitely known how early agricultural societies and associations appeared in South Victoria. All local records were lost in the Lindsay fire of July 1861, but it seems probable that some organization had been effected even before that time, for on October 10, 1857, a full-fledged Victoria County Agricultural Society held a fair at Oakwood. A fortnight later a plowing match was conducted on the farm of John Gibbs, in Ops. Michael Thorndyke won the first prize of six dollars.

On January 14, 1862, the following officers were elected for the year:—President, John Gibbs; first vice-president, W. Mederill; second vice-president, W. L. Russell; treasurer, J. H. Hodgkins; secretary, R. C. Wood; directors, William Cottingham, Arthur McQuade, Patrick McHugh, William Thorn, J. O'Leary, William Bateman, W. Banks.

The annual gatherings of this early society were subject to many vicissitudes. Sectional interests tended towards the establishment of township societies and the decline of the larger organization.

The other societies which have arisen from time to time and held fairs, with more or less of success, have been the following:—(1) The Mariposa Society, meeting at Oakwood—the oldest and most successful of the township societies. (2) The Emily Society meeting at Omemee. (3) The Verulam Society meeting at Bobcaygeon. (4) The Ops Society meeting at Lindsay. (5) The Fenelon Society meeting at Fenelon Falls. (6) The Eldon Society meeting at Woodville. (7) The Bexley and Carden Society meeting at Victoria Road. (8) The Somerville Society meeting at Coboconk. (9) The Laxton and Digby Society meeting at Norland. (10) The Galway (Peterborough County) Society meeting at Kinmount. (11) The North Victoria Society meeting first at Glenarm and later at Victoria Road, and (12) The South Victoria Society meeting at Lindsay. Only seven of these societies, viz., numbers 1, 2, 3, 5, 8, 10 and 12 still survive.

Auxiliary to the agricultural societies proper there have been the Victoria Ploughmen's Association, the Lindsay Horticultural Society and the Lindsay Poultry and Pet Stock Association. The Victoria Ploughmen's Association, which is now unfortunately defunct, was formed in October 1858 for the purpose of holding annual ploughing matches. The first executive comprised the following:—President, M. W. Berkeley, Cambray; 1st vice, Donald Grant, North Mariposa; 2nd vice, Nelson Heaslip, Bexley; secretary, H. Cameron, Woodville; treasurer, James Stuart, Woodville. A match was held October 23, 1858, on the farm of E. R. Irish, Woodville, and John Campbell of North Mariposa won first prize. The Horticultural Society dates from about 1873 and the Poultry Association from comparatively recent times.

History of the Lindsay Central Exhibition.

During the past forty years the township societies have tended to become subordinate to the South Victoria Society and the "Lindsay Central Exhibition" to grow at the expense of the outlying fairs. This tendency began in 1875. In that year the four "Midland Counties" (Peterborough, Victoria, Durham and Northumberland) agreed to co-operate in the staging of a "Midland Central Exhibition" to be held in turn in Peterborough, in Port Hope, in Lindsay and in Cobourg. A joint directorate was elected from the representatives of the agricultural societies of the four counties. Conferences were usually held in Millbrook, which was judged neutral ground and a conveniently central rendezvous.

The first Central Exhibition was held in Peterborough in October 1875, the second in Port Hope in 1876 and the third in Lindsay on October 2 and 3, 1877. The executive in 1877 comprised the following:—President, John Connolly, Ops; vice-president, George Cockburn, Baltimore; treasurer, Col. Deacon, Lindsay; secretary, J. H. Knight, Lindsay. The late James Keith was at that time Secretary-Treasurer of the South Victoria Agricultural Society and contributed not a little to the success of the Central Exhibition.

The purchase of suitable grounds had been the first consideration and had been undertaken by the South Victoria Society. Previous local fairs had been held on the block just south of Victoria Park. This block is now partially occupied by the Sylvester buildings but then lay vacant. A site was next purchased along that part of George Street lying between Albert and Hamilton Streets. This lot, which lies southwest of the present round-house, was found to be too boggy and was sold to the Whitby, Port Perry and Lindsay Railway Company for $1[illegible]0. The South Victoria directors then bought a tract of eight and a half acres, lying west of Adelaide Street North, the present location, from John Knowlson for $3[illegible]. This land was then an uneven cow pasture dotted with stumps. It was at once levelled, improved, and fenced in. Eighty cattle stalls were built along the north side of the grounds and eighty horse stalls along the south side. The west end was occupied by sheep pens and swine sties. In the east centre of the grounds was the main building and west of this an oval race-track of one-fifth of a mile. The judge's stand was in the centre and a band stand west of that again. The hennery stood to the north of the main building.

The Exhibition of 1877 was a great success. The first day was wet and discouraging, but the second was fine and over [illegible] visitors came in from outside points during the single day. The entries totalled [illegible] and the gate receipts $[illegible].

The South Victoria Society was now for some time in financial difficulties. Its outlay for land had been $3[illegible] and for buildings $[illegible]. Towards this cost Lindsay had contributed $[illegible], the county council $7[illegible], the government $70[illegible] and sundry townships $47[illegible]. The balance had to be sought for otherwise and it was some time before all debt was cleared away.

The Central Exhibition was held in Cobourg in 187[illegible], in Peterborough in 1879, in Port Hope in 1880, in Lindsay again in 1881 and in Cobourg in 1882. It was to have been held in Peterborough in 1883, but the Peterborough County societies refused to co-operate any longer in the "Midland Central" system. The South Victoria Society then undertook, with considerable enterprise, to stage a "Lindsay Central Exhibition" under its own auspices. This Exhibition was held on October 3, [illegible] and 5, 18[illegible]3. Though not as pretentious as the four county fairs of 1877 and 18[illegible]1, it nevertheless brought in over [illegible] entries and a great crowd of visitors, for it inherited in some measure the prestige of the abandoned Midland Central gatherings. The Lindsay Central Exhibition has been held annually by the South Victoria Society ever since 1[illegible] and has met with ever-increasing success.

Additions of land and buildings have been made from time to time. In 18[illegible] two and a half acres were secured from the Workman Estate and in [illegible] a tract to the north of the earlier lot was bought for $1,5[illegible]0. In [illegible] the track was extended to the half mile and a fence, long since demolished, built around the entire course. A roofless grand stand, twenty feet by two hundred, was erected for Dominion Day [illegible] and a root shed in 18[illegible]. The present poultry building was put up in [illegible], the cow stable in [illegible] and the horse stable in [illegible].

Today the society enjoys unparalleled prosperity. In [illegible] a four-day exhibition was held and a total attendance of over 40,000 was registered.

The Grangers and the U. F. O.

Still more important than the agricultural societies in its scope was the Grange or Order of the Patrons of Husbandry, which flourished in the seventies and eighties. This was a farmers' secret society, first organized in the United States in 1867 and taken up by rural Canada in 1872. The first Dominion Grange was inaugurated on June 2, 1874 with S. W. Hill as Worthy Master. In Victoria county local lodges first appeared in 1876. Mariposa Grange No. 630, headed by John Cruess, was perhaps the strongest lodge in the county. At a Grange picnic held June 11, 1880, in Tyrrell's Grove, Cambray Station, over 6000 persons were present.

The organization was strictly non-political and merely sought by co-operation to increase agricultural prosperity. Its ultimate failure had the following causes:—(1) The overwhelming failure, through mismanagement alone, of three co-operative enterprises,—a fire insurance company, a trust company and a wholesale supply company. (2) An innate spirit of aloofness among farmers. (3) Internal dissensions. (4) Reckless financial administration. (5) The counter-attractions of the Farmers' Institutes which were organized and encouraged by the government.

In 1889 a new and very different farmers' organization, "The Patrons of Industry," launched out into active politics as a separate party opposing the "National Policy." Failure in the elections of 1896 wrecked and dispersed the Order.

In 1914 the Grange emerged in a new incarnation as the United Farmers of Ontario. Under this great class union there are twenty-eight farmers' clubs in Victoria County. These branches form a county organization of which Jasper Ferguson, of Kirkfield, is president, and M. J. Hogan, of Lindsay, is secretary. The U.F.O. aims at the widest possible co-operation among the farmers of Ontario in order to better their social and economic conditions. Its chief activities are commercial, political and educational.

The commercial executive, known as the United Farmers' Co-operative Company, is centred in Toronto and has carried on a large business in co-operative buying and selling. Branch retail stores have been set up throughout the towns and villages of Ontario, but the chief success of the company has been in the wholesale marketing of live stock. The retail branch store cannot undersell the independent merchant unless separate wholesale houses and factories for all lines carried are owned and operated by the U.F.O., and when the farmer becomes a manufacturer he ceases to be a farmer and is likely to meet with disaster as did the Grangers a generation ago. But the wholesale marketing of farm products is both commendable and profitable. The combined business of the Victoria County clubs amounted last year to over a million dollars.

The clubs are also foci for the social activities of their districts and centres of instruction in agricultural science and general knowledge. Similar educational work was carried on a generation ago by the West Victoria Farmers' Institute which was organized December 9 1885 with J. W. Reid of Ops, as President and James Keith of Lindsay as Secretary. It is in the educational and social activity of the individual clubs that the greatest promise lies for permanent strength for the U.F.O. movement.

The political strength of the U.F.O. in this county was manifested in October 1919 when both of the Farmers' candidates, Mr. F. G. Sandy of Omemee for South Victoria and the Rev. Edgar Watson of Fenelon Falls for North Victoria, were elected to the Provincial Legislature. As a result of that election the U.F.O. representatives for Ontario became the largest party in the House, although the actual number of votes cast for them were fewer than those for either Liberals or Conservatives. As representation by population would reduce them to an impotent minority and as the government is pledged to such electoral redistribution those U.F.O. leaders who have any political acumen are urging a broadening out of the party so as to welcome under its banners all urban citizens of congenial ideals. This would not, of course, interfere with the unity of the U.F.O. in its financial and educational activities.

The women of the farm have long been organized in Women's Institutes, which have aimed by the study of domestic science and in other ways to improve and beautify the farm home. Many of these Institutes are now, for better or worse, merging their identity in a new companion organization to the U.F.O. viz. the United Farm Women of Ontario.

Thus, by the development of machinery, of roads and railroads, of scientific study and of widespread co-operation, a new and vastly different countryside has taken the place of the Victoria County of seventy years ago.

Chapter IV.

The Northern Townships

The seven townships Somerville, Laxton, Carden, Digby, Dalton, and Longford which lie to the north of the Kawartha water system may be conveniently referred to as "North Victoria." Like the six southern townships they constitute a geographical unity but their past development and future problems are in marked contrast to those of South Victoria. What these peculiar characteristics of North Victoria are may best be ascertained by sketching briefly the histories of the individual townships and then drawing broad conclusions from our survey.

(A.) The Beginnings of Bexley

The township of Bexley is named after the Right Honorable Nicholas Vansittart, Baron Bexley (1766-1851) who was Chancellor of the Exchequer (and thus a colleague of Eldon) during the Liverpool administration.

Bexley is small in area and very irregular in outline. To the west and north it is bounded by straight survey lines separating it from Eldon, Carden and Laxton, but on the east and south it is delimited by the Gull River and by Balsam Lake whose deep bays carve up its borders fantastically. The most salient feature of Balsam Lake is Indian Point, a long blunt tongue of land, a mile in width which is marked out by Northwest Bay and the Gull River estuary. Just southeast of this point are several small islands, of which Ghost Island, fifteen acres in extent, is the most important. This long, narrow, forest-clad island is shrouded in legend. It has two Indian mound graves of unknown antiquity. Tradition has also endowed it with buried treasure. According to pioneer lore certain Jesuit priests had been stationed among the Indians in this part of Ontario and farther west prior to the British conquest of Canada in 1760. When the armies from the south began to close in on Canada, these priests gathered all their church plate together and prepared to return with it to Quebec. However in passing through Balsam Lake they buried it, for some reason, on Ghost Island. The tale is apocryphal and hard to verify but was given such local credence that several large excavations and dozens of smaller ones were to be found fifty years ago where optimists had been digging for the legendary treasure. The constant interference of Jesuitical ghosts (whence the name of the island) was supposed to have thwarted all efforts to locate the buried silver.

Let us return, however, from legend to physiography. Two small

streams, Perch Creek and Talbot Creek, enter Bexley from the north and unite before passing out across the western boundary. Raven Lake is a small expansion of Talbot Creek about two miles above its junction with Perch Creek.

The township is still within the limestone region but not far from the frontier of the granite country. The rock surface has been severely glaciated and the rocks are usually either exposed or covered with a layer of soil so thin that a forest fire destroys it. Even where the soil is deep, as in occasional pockets of drift, huge boulders are scattered throughout it.

The government survey was made in the early thirties. All land adjoining Balsam Lake and the Gull River was divided into lots with a narrow frontage on the water and a depth of about two miles. The area in the north and west behind these front ranges was divided into eight orthodox concessions numbered from west to east and each carrying a number of 200 acre lots numbered from south to north.

The western boundary of the township was a colonization highway known as the "Victoria Road," built about 1858 and running from Goose Lake on the Mariposa boundary north to join the Peterson Road in the heart of Longford township. The Portage Road which followed the line of the old Indian trail from Lake Simcoe to Balsam Lake ran out its last four miles in Bexley. Here, as in Eldon, the land adjacent to the road was divided into deep, narrow lots. From the Balsam Lake terminus of the Portage Road the Lake Shore Road runs up along Northwest Bay to Coboconk. This is a forced road. The regular road allowance lay at the rear of the thirty-eight deep lots along the bay; the settlers had their homes near the water-front, and to have put through the road as surveyed would have meant the maintaining of thirty-eight private lanes each two miles in length. Accordingly all agreed to cut through this Lake Shore Road from lot to lot. Still another prominent highway is the Cameron Road, which follows a winding course west of the Mud Turtle lakes from Coboconk to Norland.

An Admiral and Others.

The first settler in Bexley was Admiral Vansittart, a cousin of Baron Bexley, who came to Canada in 1834 and was given a grant of one thousand acres on the shore of West Bay, Balsam Lake. He came in with ox-wagons over the old Indian trail from Lake Simcoe and often had to stop and chop out trees and logs from the path. His new property at the head of the portage had had an earlier history. Indian villages had flourished here in the sixteenth century. Champlain had traversed the spot in September of the year 1615. Jesuits, coureurs de bois, Hurons, Iroquois and Mississagas all passed and repassed up to 1760; then came English fur-traders, and towards the end of the eighteenth century a trading post, comprising three main buildings, was established near the shore. The stone chimneys of this post were still in existence in 1871, but were demolished not long after.

The old admiral was not without character. Even in his wilder-

ness home he insisted on dressing for formal dinner every evening and was never without his champagne. He was twice married. His second wife was a Miss Stephenson, the daughter of one of his own servants, and to her he left the entire Balsam Lake estate. In later times about 1871 the property passed into the hands of the late George Laidlaw, "the Laird of Bexley," who named it "The Fort Ranch." The name does not relate to any fort on the premises but to the customary question of a frequent guest, the late Hon. Rupert Wells, who, as the times were hard and money tight, would ask his host on each visit if he were still holding the fort. One of his sons, Colonel George E. Laidlaw, now occupies the estate.

At the time of the government survey Indian Point was set aside as a reserve for a mixed band of Mississauga and Ojibway Indians who were then in occupation. In 1834 Samuel Cottingham of Omemee received a government contract to build twelve houses there for those of the Indians who were Christians. Their pagan kinsfolk lived in wigwams on the islands near by. In 1847 the Indians put in a claim to the government for all islands, points, and broken points of land, but met with no success. At last about 1860 a Peterborough lumberman named Dennistoun secured control of the forest on Indian Point and along the north shore of the lake and the Indians moved away, the Ojibways to the Rama reserve north of Orillia and the Mississaugas to Scugog Island. After all timber had been removed from the point, small narrow lots were plotted running from a central road survey to the water on each side. This road was never opened: only a winding lumber trail wandered up the point towards Coboconk.

As a result of these lumbering operations a number of French Canadian lumberjacks, the Bradimores, Brazelles, Bruneaus, Demers, and Angiers settled in a body south of Balsam Lake near the Laxton boundary. Old Joe Demers had been foreman of the square timber raft gangs who went in the old days from Bexley to Quebec with their rafts.

In the southwest corner of Bexley along the last four miles of the Portage Road, the old Indian trail, the earliest settlers were the Kings, Lytles, Bellamys, Herons and Drakes, all from the north of Ireland. Most of the pioneers along the west shore of Northwest Bay were Highland Scotch whose only tongue was Gaelic. Amongst these were the families of Bell, Brown, Cameron, Gillespie, Graham, Macdonald, McFadyen, McLeod, McInnis, McMillan and Matheson. Several Irish Canadian Protestants, Joseph and George Staples, Henry Southorn and Henry, George and William Peel, came from Cavan township, Durham county, in 1864-5 and settled in the north and northwest of Bexley. This area is still known as "The Peel Settlement." There are a few Irish Catholics near the Carden boundary.

While the earliest pioneering was largely done by Scotch and Irish, the predominant element in later immigration, especially in the villages, has been English. The census figures for 1911 are illustrative of this point:—English, 337, Irish, 247, Scotch, 127, Dutch and German, 64, French, 42. The chief church affiliations are as follows:—

Methodists 317, Anglicans 185, Presbyterians 121, Roman Catholics, 110

A Phantom Village

The first village in Bexley never became a village. At the time of the government survey Block C on the west shore of West Bay where the Trent Canal now leaves Balsam Lake, was reserved as a town site. The name "St. Mary's" was given it on the official plans. It turned out, however, that the surveyors had chosen a tract of flat rock with about two inches of soil. No ditches or cellars could be dug and the site was abandoned. It was long known as "the government reserve" but now forms part of the Laidlaw estate.

Just adjacent to this tract but on the south side of the terminus of the Portage Road there was once a post office named Avon, serving the Highland Scotch settlers along the Northwest Bay. The office was in the right hand front room of the old Vansittart log mansion. The postmaster was a Charles McInnis, who had succeeded in having the little post office named after his Scottish birthplace. The mail was brought in from Kirkfield once or twice a week. This service was only discontinued in 1872 when the Toronto and Nipissing Railway was built and a post office was established at Victoria Road Station.

Where the *Sea Gulls Nested.*

The village of Coboconk dates from 1851 when the first saw mill north of Cameron Lake was built here. The name is a contraction of the Indian "Quash-qua-be-conk" meaning "where the gulls nest." It is interesting to note that the "Gull River" flows through the village and that its largest expansion, twenty miles farther north, is known as "Gull Lake." The common herring gulls are still quite plentiful near this lake.

Coboconk developed in an era of lumbering. In the fifties, sixties and seventies, enormous quantities of pine were taken out. The prevailing occupation around Balsam Lake was the preparation of squared timber for the Quebec trade. At first, large square punts, rowed with sweeps, were used for "kedging" timber rafts across the lakes. Later alligator tugs came into general use.

Game fish were remarkably abundant. In the spring of 1858 over five thousand maskalonge were speared at Coboconk during the running season. One man alone disposed of fifty on the 24th of May. This wanton wholesale killing has left a much scantier harvest for the conscientious sportsman of today.

Modern Coboconk is a village of about four hundred inhabitants. It is the terminus of a railway division which was formerly the narrow gauge Toronto and Nipissing Railway, completed in 1872.

For many years Coboconk was known as "The University City" for an itinerant humorist named Thompson (otherwise Jimuel Briggs, D.B.) used to tell of a fictionary college which he himself had founded there. The site of the "Jimuel Briggs University" was long a matter of dispute but certain of the villagers came to identify the institution with an old shingle mill, which as the story ran, small boys set on fire while Jimuel lay within, deep in an alcoholic nap.

A really serious fire visited Coboconk on May 16, 1877. The blaze began in the rear of Key's hotel and did not die out until half the village (all of the section on Main Street north of the bridge) lay in ashes.

At the present day Coboconk's chief industries are the Gull River Lumber Company, managed by James Peel, and the lime plants of the Canada Lime Company and the Toronto Brick Company. The village has also a grist mill, one hotel (The Jackson House), three churches and five stores.

"The City of Peace."

Victoria Road is a village which has sprung up around a station established in 1872 by the T. and N. Railway at the point where it crossed the Victoria Colonization Road. It was long known as "The Road" and as "The City of Peace." The village is not incorporated, and as it lies partly in Eldon, partly in Carden, and partly in Bexley, each of these townships levies taxes on those villagers who live within its borders.

In 1879, seven years after founding, Victoria Road comprised the following business establishments:—The general stores of Staples and Shields and of H. Wilson; Alfred Taylor's grocery store; Heaphy's grocery store, which included the post office; William Boden's smithy and wagon shop; G. L. Callis's smithy; Fox's livery; Midgeley's tin shop and William Taylor's tailor shop. The chief industries were Thomas Thompson's three-storey grist mill, built in 1878 and containing three run of stones, and a sawmill owned by Dr. McTaggart. There were three hotels, the Commercial Hotel, run by Patrick Fox, the Victoria Hotel, run by a Mr. Wismer, and a temperance house managed by Mr. Shields. Two red brick churches housed Roman Catholic and Presbyterian congregations respectively. The former were under the care of Father Fitzpatrick and the latter led by the Rev. D. D. McLennan.

At the present day the population of Victoria Road is about two hundred. It has no outstanding industries, but serves the surrounding country with its general stores, bakery, butcher shop, hotel, doctor, undertaker and clergyman. Peat fuel has in times past been prepared commercially in bogs not far from the village.

"Hell's Half Acre."

Corson's Siding is a small railway village about six miles north-east of Victoria Road. At one time the Toronto distillers, Gooderham and Wort, owned a large timber limit adjacent to the Siding. This timber they shipped to Toronto as cordwood. A lake captain named Corson, after whom the village is named, was sent up to take charge of their interests. For the winter's cut of cordwood he would import a gang of lake sailors from Toronto. The latter would bring with them an abundance of whiskey and an auxiliary corps of prostitutes, and the limits were so aflame with drunkenness and hot quarrelsomeness that the Siding was known throughout the north country as "Hell's half acre." The timber was all cleared out by 1885, the scandalous visitors ceased to come, and the slashed limits were sold as ranch land. Gooderham and Worts had also operated lime kilns at Corson's Siding. These were carried on for a few years longer and were then sold.

Raven Lake is a railway station beside the body of water so named. Bexley is a rural post office on Lot 8, Concession III, serving the "Pent Settlement" area.

Bexley township has developed very slowly owing to the poverty of its soil. In 1871 its population was 466 and less than four square miles were under cultivation. In recent years ranching has begun to take the place of farming throughout much of the township.

(B.) Features of Somerville Township.

The naming of Somerville township has been referred to Sir W. Somerville, Chief Secretary for Ireland in 1848, and also with more probable accuracy to Julia Somerville, the wife of Sir Francis Bond Head.

On south, east and north Somerville is bounded by the rectangular limits of Fenelon township, Galway township (Peterborough county) and Lutterworth township (Haliburton county). On the west it terminates on the irregular shores of the Gull River, the Mud Turtle lakes, and Balsam Lake. The township is crossed by three river systems and their valleys.—The Gull River on the west, Corben Creek and its expansion into Four-mile Lake, and Burnt River. The northeastern one-third and the northwest corner of Somerville are within the granite region. The remainder of the township is a drift-strewn limestone plateau separated from the granite area by an abrupt escarpment. This escarpment follows down the river valleys for some distance where they first enter the limestone country. The soils in the north on both limestone and granite are thin and sterile. They are deeper in the south but even there farming is precarious apart from the broad river valleys.

Somerville was surveyed in the thirties, about the same time as Bexley. As in that township, the land bordering on Balsam Lake and the Gull River system was platted off into a range of long narrow lots fronting on the water. The rest of the township was divided into fourteen ordinary concessions numbered from south to north. The Bobcaygeon Road, a colonization highway begun in 1857, passes up the eastern boundary on its long run north into Muskoka. The Monck Road, built east from Orillia in the early days, crosses Somerville along the 13th concession line.

A Second Generation of Pioneers.

The inhospitable aspect of the township repelled all settlement

for a time, but with the growth of lumbering and the clearing away of the forests in the early sixties a number of permanent residents, chiefly farmer descendants of pioneers in the Lake Ontario counties, began to drift in. Amongst these settlers occur the names of Badgerow, Butler, Cavanagh, Cookman, Crabbe, Had, Hord, Fell, Hannah, Hunt, Lyle, Mason, McKay, McMahon, Powers, Taggart, Watson, and Workman.

Somerville's Villages.

Kinmount is a village in the precipitous valley of the Burnt River in the northeast corner of the township. It exists because it was an eligible mill site at the junction of the Bobcaygeon and Monck roads. These advantages were later confirmed by the entry of the Victoria Railway in 1876. The first mill was built by John Hunter about 1861. For many years there were several mills along the river within two miles of the village. William Claxton, Wilson and Stephenson, Mansfield and O'Leary, and W. Caldwell were among the millers prior to 1880.

Perhaps the most exciting incident in Kinmount's history was the disastrous fire which destroyed almost the whole village on the evening of Friday, September 26, 1890. While most of the villagers and many outsiders had gathered in the Baptist church to hear Joe Hess lecture on temperance, the fire broke out in William Dunbar's stable and was soon beyond control. An appeal for help was sent by telegraph to the Lindsay fire brigade, but though the men were rushed out in fifty minutes by the Grand Trunk Railway they were too late to save the village. Among the buildings lost by this conflagration were the following:—The Victoria Hotel, Wm. Dunbar, proprietor; James Watson and Son's general store; Swanton, Brandon and Company's general store; A. Hopkins' general store; Mrs. Jewett's dry goods store; Charles Wellstood's shoe store; Alex. Moore's jewelery store; Richard Brown's confectionery shop; Curry and Johnston's drug store; M. May's smithy; S. Henry's smithy and home; and the Orange Hall. The chief survivals from the fire were Bowie's brick hotel, Gatchell's livery, Dundas, Sadler and Company's flour and feed depot, and Robert Bryan's sawmill.

At the present day Kinmount has a population of about three hundred. It has two sawmills, ten stores, two churches, two hotels, and two smithies.

Burnt River is a village of fifty people on the railway about ten miles south of Kinmount. It has a stone quarry, two stores, and a smithy.

Rosedale is a summer resort on the Balsam River at its outlet from Balsam Lake. Its winter population is negligible but in summer an increasing number of cottagers rusticate here.

Fell's Station and Bury's Green are parts of the old "Fell Settlement" established near the Fenelon boundary by John Fell and other Irish Protestants from Cavan township, Durham county. Drilling for petroleum is being carried on in this vicinity at the present time but the promoters apparently do not realize that most of the geological prerequisites for successful oil production are lacking. Buddow on Bush Settlement, which lies a few miles to the west across the Burnt River Valley was first colonized by Joseph [illegible] of Scarborough, William Cochrane of Cavan, William Mason of Otonabee and Isaac Watson of Whitby. A Baptist church was established here in 18[illegible]. Buddow has neither stores nor industries. Dongolo is a former rural post office on the Monck Road northeast of Big Mud Turtle Lake.

Most of Somerville township is utterly unsuited for farming and areas eminently suitable for forest culture have been recklessly slashed and wastefully burnt over. A survey of the township in [illegible] showed that 61.7 per cent. of its area was covered by old burns, and that there was practically no forest anywhere containing sawlogs. Much of the waste land and slash land is leased as pasture but reforestation would probably bring far greater remuneration in the end. A movement is on foot around Kinmount at the present time to arrange for a migration to the Great Clay Belt of New Ontario.

Even yet Somerville is the most populous of the northern townships. The census of [illegible] accorded it a total of 127[illegible] made up as follows:—English [illegible], Irish [illegible], Scotch 137, French [illegible], German and Dutch 60, all others 7. The strengths of the various churches were as follows:—Methodist 735, Anglican 55[illegible], Presbyterian, [illegible], Roman Catholic, 1[illegible], Baptist, 1[illegible], all others [illegible].

(C.) Outline of Laxton Township.

Laxton township is the namesake of a village in Northampton, England.

It is a small municipality only five miles from north to south and about nine from east to west. It is bounded by Bexley on the south, Carden on the west, Digby on the north, and the Gull River and Big Mud Turtle Lake on the east. Most of its area lies within the battered outposts of the limestone country but there is a broad intrusion of granite towards the northeast. Its chief waters are Deer Lake in the south, Duck Lake in the southwest and Head Lake on the Digby boundary.

The earliest settler in Laxton was a Frenchman, Augustin Angiers, who located on the west shore of Big Mud Turtle Lake in the early sixties. Other pioneer families were the Coutemanches, Corbetts, Foleys, Potters, Russels, Ryans, and Staples.

Norland is Laxton's only village. It is situated at a fall in the Gull River about a mile above Big Mud Turtle Lake. The population does not exceed one hundred. The business roster includes a sawmill owned by S. Bryan, three general stores and a smithy. At Elliott's Falls, a mile and a half further up the river electricity is generated by the Hydro-Electric Power Commission.

Head Lake and Oak Hill are rural post offices. The former is on the south shore of Head Lake and the latter is three miles directly to

the south.

Laxton, Digby and Longford are united for municipal and censal purposes. The census of 1911 gave the following returns for the combined townships:—(1) According to race: English, 356; Irish, 271; Scotch, 75; all others, 10. (2) According to church: Methodists, 363; Presbyterians, 123; Anglicans, 114; Roman Catholics, 55; Salvation Army, 15; Baptists, 13. The majority of these people are in Laxton, for Digby's population is less than one hundred and Longford is uninhabited.

Official statistics show that 64,164 acres of non-agricultural land are available for reforestation in these three townships.

(D.) The Tamarack Plains of Carden.

Carden and Digby townships are named after two English captains whose heroic exertions were largely responsible for the successful embarkation of Sir John Moore's army at Corunna in the Peninsular War. Sir John Colborne, Lieutenant-Governor of Upper Canada from 1828 to 1836, had been one of the other officers there and it is supposed that the two townships were named on his suggestion.

Carden is a rectangular municipality, ten concessions from west to east and twenty-five lots from north to south. It touches Eldon on the south, Bexley and Laxton on the east, Dalton on the north and Mara in Ontario County on the west. It is near the edge of the granite country and therefore has thin soil and frequent outcroppings of limestone. A large area in the centre of the township consists of tamarack and balsam plains unbroken by any road or trail. The assessors in 1911 classified 33,255 acres as swamp, marsh, or waste land. Two shallow lakes, Upper Mud Lake and Lower Mud Lake, lie in the southwest corner of Carden.

The chief settlements have been in the northwest and southeast corners of the township. The Connors, Dexters, Gillespies, Murtaghs, Quigleys, and Richmonds were among the earliest pioneers. Irish Roman Catholics are perhaps the dominant element in the population. The 1911 census gives the following racial classifications:—Irish, 425; English, 142; Scotch, 25; German and Dutch, 56; all others, 15. The church adherents were as follows:—Roman Catholic, 355; Methodist, 254; Presbyterian, 121; Anglican, 20; all others, 7.

Rohallion in the south, Hermantis in the east, Cashon in the north, and Dalrymple in the west have been rural post offices.

(E.) Lakes in the Digby Granite.

Digby is bounded by Laxton on the south, Lutterworth (in Haliburton County) on the east, Longford on the north and Dalton on the west. It is almost entirely in the granite region and is very rough and rugged. As is usual in the Laurentian rock country, lakes are very numerous. There are eighteen lakes in Digby alone and forty in Digby and Longford as compared with nine in all South Victoria. The most important of the Digby lakes are Victoria in the northeast, Dmudge in the centre, Fisher in the southeast and Head on the Laxton boundary.

The only arable land is in the southeast and southwest corners. The pioneers here were the Foleys, McFadyens, and Powers. The population today totals less than one hundred.

Digby has produced some of the finest pine in the county but was already stripped bare forty years ago.

(F.) The Huckleberry Plains of Dalton.

Dalton township is named after Dr. John Dalton (1766-1844), a famous English scientist who did much to establish the Atomic theory of the constitution of matter.

Dalton's municipal neighbours are Carden on the south, Digby on the east, Ryde (in Muskoka District) on the north and Rama (in Ontario County) on the west.

It is almost entirely made up of glaciated granite. Three streams, the Black River in the north, Cranberry River in the centre and Head River in the south, flow across it from east to west. At least two-thirds of the township consists of huckleberry plains. Its scanty apportionment of arable soil lies chiefly near the Head River and the southern boundary, though small streaks of farming land may be found along the valleys of the other rivers. The Nordiams, Montgomerys and Thompsons were amongst the earliest settlers.

Scotch and Irish Presbyterians dominate the present day population. The latest census figures are as follows:—Races: Irish 164, English 142, Scotch 114. Denominations: Presbyterian 325, Methodist, 103, Anglican 33, Roman Catholic, 13.

Uphill is a village of half a hundred people near the south end of the Digby boundary. It was long made famous by its tavern keeper John Calders of the North Star Hotel. Dartmoor in the south, Sadowa in the west, and Ragged Rapids in the northeast have been rural post offices. Sebright is a village of about fourscore inhabitants scattered on both sides of the Rama-Dalton boundary where the Monck Road crosses it between the first and second concessions of Dalton.

It has been estimated that Dalton has 45,000 acres of non-agricultural lands which are well adapted for reforestation.

One of the most picturesque figures in the municipal history of the township is Joseph Thompson, who was reeve for a quarter of a century. Thompson was a great hunter and many legends have been handed down concerning his prowess in the wilderness.

(G.) The Wilderness of Longford.

Longford township derives its name from a county in Leinster, Ireland.

It is the most northerly of all the townships in Victoria, being

adjacent to Oakley (in Muskoka) on the north, to Anson (in Haliburton) on the east, to Digby on the south, and to Hyde (in Muskoka) on the west.

The municipality is wholly within the granite area and is dotted with more than a score of small, nameless lakes which are all drained to the southwest by the Black River system.

Longford has no inhabitants. It was first bought in 1866 by the Canada Land and Emigration Company and later sold by that corporation to John Thompson, of Longford Mills, north of Orillia. Thompson stripped the township of all timber, driving the logs down the Black River to his mills. At the present day most of Longford belongs to William Thompson, of the Longford Lumber Company, Orillia.

Chapter V

Economics of North Victoria.

The block of territory formed by the seven northern townships is thus seen to be a rugged tract of glacial rock. The southern two-fifths is made up of Paleozoic limestones of the Black River series pitilessly scraped and scoured by the Ice Age and ever yet lacking more than a thin mantle of soil except in stream valleys. The remaining three-fifths of North Victoria lies within that vast granite region which is known as the Laurentian peneplain, a low table-land of primeval rock on which streams have etched countless depressions and left innumerable rounded hills and ridges. On this area Dr. A. P. Coleman, the venerable Professor of Geology in the University of Toronto, has rendered the following verdict — "The combination of kames (hills of sand, gravel and boulders) with pure sand deposits through which rise hills of the harder Archaean rocks, makes a region entirely unsuited for agriculture and really only fit for forest growth. The result of glacial action north of the Paleozoic rocks has been the formation of poor soils deficient in lime and often in clayey constituents."

Not a Mining Country

The forms of activity in which the people of North Victoria have sought to engage are three: mining, farming and lumbering. It will be instructive to take these industries one at a time and consider their past and their prospective development.

Mining enterprises have always coloured the dreams of the settlers but the dreams have never realized in daylight. Laxton township once had its gold rush and the ruins of an abandoned mine may still be seen on the west shore of Big Mud Turtle Lake, not far from Norland. Mineral rod men and amateur assayers also vouched for gold on Lot 1, Concession XI, Somerville township, adjacent to the Bobcaygeon Road and four miles north of Kinmount. Still another gold strike was reported from Lot 36, Concession XII, Dalton township, along the Black River about six miles below Ragged Rapids. Silver, nickel, iron and copper were likewise objects of a faith which, among many back woodsmen, remains unshaken to this day.

For critical outsiders, however, all doubts were permanently set at rest by a survey made in 1882 by the Federal Department of Mines. Iron pyrite was found in great abundance but there was not even a trace of gold. Silver and copper were also utterly lacking. Iron ore, occurring in granite veins, was found in hundreds of places, especially in Digby and Dalton townships. The heaviest deposits were near Smudge Lake, in Digby. In no case, however, were the findings sufficient in size of economic value. The presence of nickel in Somerville had already been recognized and the abundance of pyrrhotite, its ordinary concomitant in the great Sudbury deposits, had led to frequent comparisons of the two areas. A careful examination of Somerville however showed that no parallel existed. The ores at Sudbury had occurred in great dioritic intrusions near their contact with granite or with the stratified rocks of the district which were of Huronian age, while those in Somerville occurred as impregnations in bands of gneiss belonging to the Grenville series. The two sets of deposits were thus quite different in mode of occurrence and probably in age and what had been proved to be true of the former could not be taken for granted in the latter. Careful assays from every known deposit in the township confirmed this conclusion. Nickel was present but in such minute quantities as to be of no economic value. The most promising discovery of the whole survey was a small vein of pure molybdenite in Digby on Lot [illegible], Concession VII, four miles north of Head Lake. The somewhat rare mineral allanite was located on Lot 26, Concession XII, Dalton township. In neither case, however, was commercial development warrantable.

The overwhelming conclusion to be drawn from the report of the official survey is that little mineral development may ever be looked for in North Victoria.

Farming a Precarious Calling.

The status of farming in the granite area may be inferred from Professor Coleman's report on its soil. In the limestone area conditions are slightly better, for the chemical composition of the soil is more favorable, but there is seldom sufficient depth for crops except in the flood plains and terraces of the valleys of the Burnt River, Corben Creek, Gull River, Talbot River and Head River. These more propitious sections are, however, very limited.

Most of those who took up land in North Victoria were attracted by its forest resources more than by its agricultural possibilities, and all depended on the forest for such temporary prosperity as was theirs. Fully seventy-five per cent of the lots were patented when the patentee had the right to all timber including pine. The potential wealth of this timber was considerable, but when this disappeared the settler had to fall back on farming on poor land. Even then, so long as lumbering thrived in nearby areas and provided a home market for farm produce, the backwoods agriculturalist could raise enough potatoes, oats, hay and meat to make a living. The final extinction of local lumbering spelt failure for many farmers. A region of non-agricultural soils was called on to compete unaided in more distant markets for farm products, and much of the area could scarcely raise enough to keep its inhabitants alive.

The results have been a slow tragedy. Many of the younger and more enterprising men moved out. Many others would have followed, but could not, because of poverty. Even today the movement goes on and in 1920 a general migration from the Kinmount section to Kapuskasing, in New Ontario, was planned. The population statistics for the past thirty-five years are as follows:—

Townships	1884	1888	1901	1920
Somerville	1369	1875	[illegible]	1409
Bexley	795	798	471	637
Laxton, Digby, Longford	763	[illegible]	733	462
Carden	646	781	[illegible]	486
Dalton	468	495	512	332
Totals	4027	4637	4691	3469

It will be noted that while South Victoria reached its maximum population in the early eighties, North Victoria, being settled much later, did not attain the peak until about fifteen years later. Since then it has declined rapidly. The loss since 1901 has been 1332 or more than one-quarter of its population. Further, while in South Victoria the decrease in population has meant a reduction not in the number of farms but in the number of people occupying them, in North Victoria farms have been completely abandoned, often without finding any purchaser.

The condition, too, of those who have remained is often pitiable. There are, of course, occasional good farms along the valleys in the front ranges, but in some of the remoter sections the pressure of stark want is bringing about much social degeneracy. Physical and mental defectives are becoming commoner and moral disintegration often calls for the intervention of the Children's Aid Society. The fault in these matters does not lie with the people but with the conditions under which they attempt to secure a livelihood. The original settlers were an energetic, hard working, resourceful people sprung from the finest pioneer stock in the older counties of Ontario. But in many cases they now face an impossible proposition. The amount of energy expended in trying to make a living in this area has been enormous and if applied under half tolerable conditions would have shamed by its achievements the self-satisfied prosperity of more favored regions. The modern urban dweller with his shortened hours and extended relaxations cannot imagine the dreary hopelessness of trying to wring agricultural returns from soil that is good only for forest. Even the hard working farmer of South Victoria would find it hard to realize the extremities endured in the northern townships. As a minor indication of conditions it may be mentioned that in one section of Somerville the school tax alone, irrespective of all other levies, is 52.8 mills on the dollar. When we remember that the school tax in Lindsay is only 13.3 mills, we may realize how these northern farmers are bleeding themselves white in an attempt to provide their children with education. The simple truth is that the land, treated as farming country, will not support them.

At the present time dairying is the chief farm industry. In the granite region the only crops are hay and oats and there is a struggle for each farmer to get enough of these for his own use. As the number of cattle that a man can winter is controlled by his summer crop and in a dry season means poor crops on the shallow sandy soil, natural meadows and marshes are sought out and all available marsh hay harvested. Rough grazing land is fairly plentiful and is a distinct aid to dairying and ranching. Many farmers in South Victoria now pasture their herds each summer on abandoned farms in North Victoria and bring them home in winter on ensilage, a system which permits more intensive and profitable farming in the south. The dairying industry now supports two creameries, one at Coboconk and one at Kinmount. Improved methods of farming, such as more deliberate manuring of land and rotation of crops, would doubtless better many parts of North Victoria, but by far the greater portion of the region is clearly not suited for agriculture.

An Era of Lumbering Now Past.

Lumbering was the supreme industry of earlier times but is now moribund through the sheer blind improvidence of those who took part in it. The record of carelessness and wanton destructiveness left by many who made their fortunes in North Victoria sixty years ago is a reproach to our race that will be hard to remove. It can, however, be palliated by an intelligent administration of the ravaged wilderness which has been left to our generation.

In 1850 all of North Victoria was covered with primeval forest. Of this original sylva fully two-thirds was magnificent white pine and the other one-third pure hardwoods, chiefly maple and beech. From 1860 to 1890 the forest was slashed away in reckless fashion. The coniferous areas especially were cut practically clean in the process of lumbering, although only the largest and soundest trees were utilized. The commercial output, even down through the nineties, ran into tens of millions of feet in sawlogs and unrecorded harvests of square timber, yet the potential value destroyed in the younger trees was probably far greater. On the most glaringly non-agricultural soils no thought was ever given to a future forest crop, no seedlings were left to replenish the region, and fires, kindled by carelessness or ignorance, swept away even the seedlings that might have redeemed the slaughter.

The results are very evident today. Illuminating figures for Somerville township are on record in a survey report made by the Commission of Conservation. Only 27.3% of the township consists of cleared farm land, 61.3% is burnt-over land, and a small 10.9% is forested. Of this latter fraction, about one-ninth or 1.3% of the whole area, is coniferous forest, (cedar, balsam, swamp, spruce, and tamarack) and the other 9.6% is hardwood and mixed forest. All of this wooded remnant has been pitilessly culled over and little of real value left. No forest containing sawlogs remained.

For this northern region as a whole the Commission reported that the white pine had been all but annihilated and the other trees of the area more or less severely culled, and that the pineries had

been burnt over at least once and in most places several times. Nearly two-thirds of the burnt-over grounds had been burnt over two or three times and were beyond natural recuperation. The fire not only consumed what scanty young growth had been left after lumbering. Where the soil was thin, especially along the rocky ridges, it destroyed the humus entirely. It also burnt up all seeds of the white pine and as fortuitous reseeding from adjacent pineries was limited to the distance that cones could fall and roll, almost all natural reforestation has been established by the wind blown seed-catkins of poplars and birches. As a result 65% of the present forested area was new poplar and another 35% hardwoods.

Reforestation Needed.

A definite policy of reforestation would seem the part of wisdom. We have already seen that mining has no future and agriculture a precarious outlook in North Victoria. In seven townships there are tracts comprising more than two hundred square miles which have been classed as waste land, available for reforestation. Much of this land will be replanted by natural means, but with trees of inferior value. All areas, however, stand in constant danger of fire and unless the administration of such tracts is taken over on a large scale, preferably under municipal management, no adequate fire protection can be hoped for.

A more detailed discussion of this problem will be undertaken in a later chapter. It will suffice here to suggest the value of profiting by past mistakes and of seeking by prudent stewardship to re-establish the ruined prosperity of half a county. There is no reason why the bulk of these northern townships should not constitute forest reserves that might be drawn on in perpetuity and add greatly to the permanent wealth of the county.

A Resort for Recreation.

Nor is material gain the only argument in favor of a rehabilitation of North Victoria. Because of the pace of modern urban civilisation the forests have become increasingly important as recreation grounds and as sanitary and health resorts. Even now our county affords a magnificent field for the sportsman and camper in range even. There are some sixty lakes in the Northern townships, varying in size from tarns of a few acres in the Longford granite to the blue expanse of Balsam Lake, nine miles in length and five in breadth. The altitude, in no case less than 840 feet above sea level, ensures cool summer nights even when Toronto swelters most desperately. But under a system of reforestation and forest protection every year would add to the beauty and healthfulness of these northern resorts, until we could point with pride to what would be not only perennial sources of revenue but regions of natural paradise where the ailing and the over-wrought might find rest and healing.

Recapitulation

Such then is North Victoria—a territory where the spoliation of a glorious forest has left a waste devoid of minerals and barren under the farmer's toil, yet where the future holds the hope of valleys roamed by hundreds of grazing herds, of forests tended and profitable, and of a refuge sought continually by the weary and heavy-laden.

Chapter VI.

The Town of Lindsay

The present town of Lindsay is built on both sides of the Scugog River about half way between its source in Scugog Lake and its debouchure into Sturgeon Lake. Beneath the townsite lies an ancient preglacial rock valley carved out of the limestones of the Trenton era. The mantle of sand and clay which the glacial epoch cast across the valley is thickest just at Lindsay, and the river has therefore, in this vicinity, steep banks, where its channel has been cut down through these morainic deposits. In conjunction with these steep banks, there was originally a series of gentle rapids extending down most of the westward bend of the Scugog which lies in the heart of the town. The total fall was about three feet. A Mississauga camp site was located near by, known as "Onigahning" (i.e. "The Portage").

In 1821 a paper township of Ops was attached to the Newcastle District by the Assembly of Upper Canada. In 1825-26 Colonel Duncan McDonnell, of Greenfield, Glengarry county, assisted by Patrick Lee and Daniel Shanahan, surveyed the township. Lots 20 and 21, Concession V, were reserved as a townsite.

In 1825 the first settler, Patrick Connell, settled on Lot 7, Concession IV. Others, the Bradys, Fynes, Hydes, Twoheys, Murphys and Hoeys, joined him along the valley of the Scugog. Lot 16 in Concession V, just south of the present Riverside Cemetery, was granted by the government to the Rev. Father Crowley, the sole Roman Catholic priest of Central Ontario, in order that he might assist in the settlement of this township. The lot passed in 1866 to Father Crowley's nephew, John Ambrose, and now belongs to P. J. Murphy. In the late twenties, however, the priest had a house built on it at the water's edge. This was not for his own residence (since he had his headquarters in Peterborough and practically lived on horseback) but for the storage of settlers' effects. The spot was known as "The Priest's Landing." A trail called "the middle line," which ran from Cobourg through Peterborough and Omemee, ended at the "Landing," and from there on the settlers who had entered by this route proceeded by canoe. An early pioneer has declared that the scenery along the Scugog was exceedingly beautiful. The bright ribbon of water wound to and fro through a majestic forest that towered high above it. No human devastation had disfigured that quiet avenue among the primeval pines. The ugliness of waste and destruction and decay had not yet blighted it. Even the lowest banks were soft with beaver meadows, and wild rose blossoms nodded at the water's edge.

The Millers of the Scugog

The virtual founders of Lindsay were three Americans: William Purdy and his two sons, Jesse and Hazard. About 1827 the government entered into a contract with the Purdys. They were to put up a ten foot dam on the Scugog River at Lindsay and build a sawmill in 1828 and a grist mill in 1830. If the work were accomplished within the time-limit, the government was to deed them 400 acres comprising Lots 20 and 21, Concession VI, or that part of modern Lindsay which lies between Colborne Street, Lindsay Street, Durham Street and the eastern boundary, and to pay them a bonus of six hundred dollars.

They began work in the winter of 1827-8, bringing all supplies from the head of Scugog Lake on the ice in the winter time and by large canoes in spring and summer. The dam was located at the foot of what is now Georgian Street, about the present site of Perrin's Boat Works, for here the banks were higher and a wing dam through the woods therefore unnecessary. The river at this point was about thirty feet wide and eighteen inches deep. By September 1828 the dam was finished and a sawmill 20 feet by 48 feet ready for operation. Many guesses were made as to how long it would take for the millpond to fill up. The most ambitious conjecture was twenty-four hours. It was not, however, until the following April, seven months later, that the water finally reached the top of the dam. No one seems to have realized that a ten foot dam built at the head of the rapids at Lindsay would actually raise the level of Scugog Lake by several feet.

The pressure during the spring freshet of 1829 was too much for the dam. The centre timbers shifted on the rock bottom of the river, the dam broke, and everything was swept away. The Purdys then wrote to the government at York and secured a time extension of one year. By April 1830 the dam was repaired and the sawmill running at last.

Then a grist mill, thirty feet by forty and three and a half storeys high was built. As the time allowance was now running out rapidly, a single run of stones was put in and the mill started. The first little grist was for Mr. Dennis Twohey's wife. There was no bolt for some time, so the early flour was dark, though wholesome. The miller's toll was set at one-twelfth of the grist. Patronage was brisk, and it is recorded that women brought grain on their backs from their homes in Eldon, fifteen miles away. One girl of sixteen carried a bushel that distance. Customers had to wait their turn and it sometimes took two or three days for a man to get his grist. In the meantime he camped on the river bank or slept at night before a great fireplace in the mill. If food ran short, flap-jacks were made from own grist.

The Survey of the Townsite.

In the original survey of Ops by Colonel McDonell in 1825, Lots

20 and 21 in the 5th concession had been reserved as a townsite. In 1834 John Huston of Cavan came in with a small party to lay out this site into streets and lots.

One of Huston's assistants, a man named Lindsay, was accidentally wounded in the leg by a gun-shot; inflammation set in, and he died. Lindsay was buried on the river-bank at or about the site of the present G.W.V.A. club house. The circumstance of his death led to the townsite being called "Lindsay" on the surveyor's plans submitted to and approved by the government.

The original area surveyed at this time consisted of that portion of modern Lindsay bounded by Lindsay, Colborne, Angeline and Durham streets, a parcel of 400 acres or one-quarter of the present town. The east half of the site was surveyed into [illegible] half-acre building lots and the west half into 30 park lots of about five acres each. Two main streets, the modern Kent Street and Victoria Avenue, each 100 feet in width, bisected the town from east to west and from north to south respectively. On the four corners of the intersection of these two streets a market square of six acres, known as "Queen's Square" and extending half a block in depth to north and south of Kent Street between Cambridge and Sussex Streets, was reserved. Victoria Avenue was of course named after the heiress apparent to the throne and Kent Street after her father, the Duke of Kent. All the other streets were laid out 60 feet in width. Those running north and south were chiefly named after Victoria's uncles —the duke of York, King William IV, the duke of Cambridge, the duke of Sussex and Prince Alfred (a street later renamed Angeline). Albert Street was named after the Prince Consort and Adelaide Street after Victoria's aunt, the wife of William IV. Streets running east and west were named, on the other hand, after English statesmen and governors of Canada: the Earl of Durham, Lord Melbourne (British premier, 1835), Baron Glenelg (Colonial Secretary, 1835-39), Lord John Russell (another colonial secretary, author of the Act of Union), Sir Robert Peel (British premier, 1834), the Duke of Wellington (British premier, 1828-30), Sir Francis Bond Head and Sir John Colborne. None of these streets except Durham and Colborne ran farther west than Albert Street, though an irregular corduroy road ran southwest towards Port Perry from the corner of Bond and Albert.

Such was the original plan of Lindsay as mapped out by Huston, the surveyor. Several years passed, however, before any attempt was made to chop out even one of the streets surveyed in 1834 through the almost impenetrable forest and swamp that stood on the town site.

Purdy's Mills in the Thirties.

Meanwhile a small village known as "Purdy's Mills" or as "Portage Village" was growing up, chiefly on the Purdy estate to the east of Lindsay Street. Jeremiah Britton, together with his sons, Charles and Wellington, came from Port Hope in the winter of 1834-

$4 and bought from Purdy for $100 an acre of land at what is now the foot of Kent Street. Here, on the present Academy of Music corner, he built a log shack and opened a tavern. It is said that a notice was posted up over the bar reading "Keep sober or keep away." Small stores were opened on the mill property by a Thomas Sawder from Cavan and a Major Thomas Murphy. A Mr. Pullard also began a little carding mill on the muddy trail. Purdy's house was near the modern Flavelle mill, and his barn at the site of the modern convent. Prior to 1834 the only settlers on the surveyed townsite were David Ray, William Culbert (later the harbormaster) and the family of Edward Murphy on Peel Street. In 1837 James [illegible] moved in from Ops and opened the first store on Kent Street. Other citizens who came in soon afterwards were James Twohey, Thomas Clarke, Thomas Vene, Nicholas Powell, Dominic McBride and Wm. Thatcher.

Virgin wilderness still hemmed in the little settlement, however. Deer could be seen drinking from the river in the heart of the present town or being chased by wolves up Kent Street. A woman was supposed to have been eaten by wolves or bears at Sucker Creek, near the Riverside Cemetery. Nothing but her handkerchief was ever found.

For a long time the only bridge across the river was situated at the foot of Huron Street, or a few yards east of the present Allerbury factory, where the south bank is quite steep. Two abutments of logs were built, one on each side of the river, strong cedar stringers put across, and shorter cedar logs laid side by side on these to form a roadway. The road which led from the north end of this bridge wandered east to what is now O'Neill's Corner, but was then known as "Lang's Corner." Here it parted into two roads, one running east and north to Omemee and Peterborough and the other south (by the modern Logie Street) towards Bowmanville. These roads were, however, in unspeakable condition, and in the thirties those seeking supplies often went by canoe to Bridgenorth on Chemong Lake, and walked six miles from there to Peterborough. In 1841 Purdy's Mills itself became a distributing centre when Thomas Keenan opened a general store just east of Jeremiah Britton on Kent Street West.

A Period of Invasions.

During a period of about ten years Lindsay was subjected to a series of armed invasions which made life in the village anything but peaceful.

The first invasion came in December 1837. The provincial revolt of that year had been put down and Major Murphy, for reasons of his own, started a rumor in Peterborough to the effect that William Lyon McKenzie was in hiding at Lindsay. As a result a number of farmers who were with their ox-teams at Purdy's mill one clear cold evening, were startled to hear a volley of muskets and to see a column of about 300 armed men with a large flag descending the steep river-bank to the north. When the advance guard got on the bridge cheers were raised, trumpets sounded, kettle-drums rattled, the flag waved, and another mighty salvo of musket-fire let off into the upper air. The villagers, some thirty men, women and children in all, rushed from their cabins to see what was happening and found that their visitors were a detachment of Peterborough militia under Colonel Alexander McDonnell searching for McKenzie. As it was too late for the contingent to return home that night, they bivouacked in and around [illegible] tavern. It [illegible] did not matter much which.

William Purdy had been speaking rather plainly against the Family Compact, and Major Murphy took this opportunity of laying information against him. The miller was accordingly arrested and taken to Cobourg gaol. Here he lay without trial for some time but was at last liberated and told to go home and mind his own business. As a result of this unpleasant experience Purdy decided not to live in Lindsay any longer and removed to Bath. Of his two sons, Jesse, who had had a severe attack of fever and ague, went with him, while Hazard remained in charge of the mill.

Major Murphy received the postmastership which had been held by William Purdy up to this time. He did not hold this ill-gotten position long, however, for he started a distillery, drank too much of his own whiskey, had delirium tremens, and left the country. The postmastership then passed to William Colbert, in whose family it remained for more than twenty years.

The second invasion of Lindsay came in 1838. The Purdy dam had backed the waters of the Scugog over some 60,000 acres of land adjacent to river and lake. The forest was drowned out, all vegetation rotted, and a plague of fever and ague carried off nearly one-third of the population. There were hardly enough well men left to bury the dead. On one Sunday eleven deaths were announced in Ops, and on another Sunday seven heads of families had been swept away. Hostility towards the dam became more and more definite and bitter and at last in the summer of 1838 a great band of farmers gathered from Ops, Manvers and Cartwright, armed themselves with flintlocks, pitchforks and axes, marched to Lindsay and hacked away part of the dam. The structure was not completely demolished, however, and Hazard Purdy rebuilt it, though at a lower level. At the same time, he put in a large water-wheel, a cog and spur wheel, two run of stones and bolting apparatus.

The government meanwhile was planning a lock at Lindsay for navigation purposes and it was arranged that a new dam situated in the present location would serve both lock and mill. Dam and lock were begun about 1838 but lapsed for a time and finally completed in 1844. The old Purdy dam had had a head of twelve feet reckoned from the foot of the rapids. The new dam's fall was only seven feet. As compensation for the loss in water-power and the construction of new works the Purdys were paid $1100 by the government.

In the spring of 1844 Hiram Bigelow came to Lindsay and bought the mill and the 400-acre Purdy tract from Hazard Purdy for $10,000. The latter then left Lindsay and ultimately settled in Pembina, North Dakota. In 1844 the old dam was still in use and the original mill still running. As no steamboats were to appear on these waters for eight years more, no urgencies of navigation called for the dam's immediate removal. In the early part of 1845 new mills were built at the present site, a quarter of a mile farther down stream. The old dam was then taken down and the mills worked by water from the new dam.

The third army of invasion appeared before Lindsay on July 12, 1846. Billy Foster, a noted Orange fighter from South Emily, had received a beating in Lindsay, and the hundreds of celebrants of the Boyne victory marched on the little hamlet to avenge on its population the defeat of their champion. The villagers were warned of the impending attack and prepared to defend themselves. All who had muskets put them in working order. Thomas Keenan prepared crude swords by winding cotton around the hilts of scythe-blades as handles. Pitchforks were served out as bayonets. The old log bridge across the Scugog was chopped down into the river, as in the defence of ancient Rome against the Tuscans. Sharp-shooters lined the river bank. Then a deputation headed by Alexander Bryson was sent out to confer with the host at Lang's Corners. Happily wise counsels prevailed and the history of the town was not marred with such a battle as was then imminent.

The fourth and last, major invasion came in the summer of 1847. In June of that year Bigelow sought and secured the permission of the Government Board of Works to put a line of planks, a foot in height, along the top of the dam in summer so as to maintain the flood-level of springtime and ensure a uniform flow of water. This was to be done at his own risk and expense. No sooner did the news of this flashboard become generally known throughout the Scugog valley and back into Manvers and Cartwright than the riparian farmers assembled once more with axe and rifle, marched to Lindsay and removed the planking.

A unique accident happened at this time. There was a single mill-race or sluice, controlled by a gate in the dam, which conveyed the water down into the mills. The current was strong and the one stream turned both the sawmill and the grist mill. The invaders opened the sluice-gate so that most of the water would pass through and render their work on the dam easier. By some mischance a man named Tom Toole slipped into the sluice and went through the gearing of the two mills—the sawmill first and then the grist mill. When he was fished out, [illegible] still alive, from the river below the mills, he was asked how he got through. He replied that he had had no time to take notes. Toole holds all records for going through the mill, by going through two of them.

In the summer which followed Bigelow renewed the flashboards on the dam and succeeded in persuading the countryside that his action was not a serious menace to health.

From Village to Town.

Meanwhile the village had been growing slowly but steadily. Kent

Street was chopped out in 1840 and other streets soon followed. William McDonell came in from Peterborough and began the first tannery. George Crifer started a potashery and William Thornhill an iron-foundry. Bigelow bought out Fulford's carding and fulling business and developed it. Stores were kept by Thomas Keenan, Jeremiah Britton, Wm McDonell and G M Roche. By 1851 the population had risen to 300.

Navigation then began to develop and to bring prosperity with it. The steam boat "Woodman" was built at Port Perry and the "Ogemah" at Fenelon Falls and others soon followed. Pilotage was extremely difficult along the meandering Scugog which was long known as "the River Styx" because of the innumerable stumps that disfigured its banks for three generations, but the growth of lumbering made river traffic of paramount importance and the Scugog [illegible] increased rapidly.

Meanwhile a charter had been granted in 1846 and renewed in 1853 for a railway company which proposed building a line from Port Hope to Lindsay (and later to Beaverton). Work was begun in earnest in 1854 and by December 1856 the head of steel had reached Reaboro. With the imminent prospect of being a railway terminus subject to rapid growth the citizens of Lindsay now applied to the government for incorporation as a town.

The following year saw the incorporation of the towns of Bowmanville, Milton, Bradford, Oakville, Sandwich, Collingwood, Windsor and finally Lindsay. Some of these municipalities of like age have since outstripped Lindsay but most of them have lagged far behind.

An Act passed by the Legislative Assembly on June 16, 1857 contained the following preamble:— "Whereas from the rapidly increasing population of the Village of Lindsay in the county of Victoria (one of the United Counties of Peterborough and Victoria) and from the peculiar position thereof as the intended County Town and the northern terminus of the Port Hope Railway it is necessary to confer upon the said village the power of municipal government and incorporate it as a town under the name of the "Town of Lindsay" etc., etc.

The chief financial provision of the Act related to a bonus of $30,000 which had been paid by Ops (including Lindsay) to the Port Hope railway. It was arranged that the municipal debenture debt representing this gratuity should be divided between the town and the township according to assessment. Lindsay had at this time an assessment of about $300,000 and a population of about 1100.

The limits of the town were now extended so as to take in not only the original townsite but also three additional tracts each of 200 acres.

The first of these was the old Purdy estate, Lots 20 and 21 in the 5th Concession, or that part of the present town bounded by Lindsay, Durham, Verulam and Colborne Streets. Hiram Bigelow on his death in 1853 had willed this property to the Bank of Upper

Canada. In 18[illegible] the bank conveyed the property to a real estate corporation known as the Lindsay Land Company and headed by John [illegible] and Robert Lang. This company had the land platted off into streets and building lots. It will be noted that the names chosen for these new streets were quite different from those of the old townsite. West of the river we have, for example, St. Paul Street, St. Patrick Street, St. Peter Street, St. David Street, St. George Street, and St. James Street.

The second new parcel of land included within the limits of 1857 consisted of Lot 22, Concession V and Lot 22, Concession VI, or all that part of the town which lies to the north of Colborne Street. All this area and another 400 acres adjoining it on the north had belonged to Cheesman [illegible], a retired naval officer, who left Lindsay for California during the gold rush of 1849 and has never been heard of since. Modern occupancy is therefore based on tax titles.

The third addition of 1857 comprised Lot [illegible], Concession V and Lot [illegible], Concession VI, or all that part of the modern town lying south of Durham Street. This tract had originally been granted by the Crown to Colonel McDonell of Greenfield, Glengarry County, the surveyor of Ops. McDonell disposed of this piecemeal. Part of it was given by him to Father Chisholm (a fellow Scotch-Canadian from Glengarry) as a refuge for Irish immigrants who came out after the famine of 1847. The little settlement which sprang up here was known as "the Catholic village."

Other picturesque sections of the town are "the French village" and "Pumpkin Hollow." The former lies in the east part of the town and was settled by French-Canadian lumberjacks, whose descendants were numbered [illegible] the last [illegible]. The latter lies a little to the northwest of the [illegible] mill and was so called because of the great crops of pumpkins grown there in early days.

The Act of Incorporation divided Lindsay into three wards. The East or "Victoria" Ward comprised all that part of the town which lay to the east of Lindsay Street, and the North and South Wards those parts of the remainder lying to north and south respectively of the middle line of Peel Street. On July 1[illegible], 18[illegible], the government sanctioned an arrangement whereby the centre line of Kent Street became the dividing line between the North and South wards as at present.

Municipal Officials.

The first town council met in a frame town hall on the northeast corner of Kent Street and Victoria Avenue on July [illegible], 1857. The civic officials of this beginning of time were as follows:—Mayor, Robert Lang; Reeve, Foster Cair; Councillors, Wm. Thornhill, David Brown, Jeremiah O'Leary, J. Healey, H. [illegible] Clarke, James Walsh and J. McCarthy; clerk and treasurer, T. A. Hudspeth; chief of police, John Douglass.

The mayors from that time until the present have been as follows:—1857, 18[illegible]-61, Robert Lang; 18[illegible], James McKibbin and William Thornhill; 1862-[illegible], 18[illegible], Thomas Keenan; 18[illegible], Wm. Mc-

Connell 1866-68 A. Lacourse 1869-70 David Brown 1871-72 George Dowrer 1873 John Dobson 1874-75 L. McIntyre 1876-77 Thos. W. Poole 1878-80 1885 Col. James Deacon 1881-82 F. C. Taylor 1883-86 J. W. Wallace 1887-90 Thomas Walters 1891 1896-1900 Robert Smith 1892-94 1899 Duncan Ray 1894-95 Henry Walters 1901-03 George Ingle 1904-06 J. H. Sootheran 1906-07 Dr. A. E. Vrooman 1908-10 James E. Begg 1911 1913-15 R. M. Beal 1912 Dr. J. W. Wood 1916 D. J. McLean 1916-18 Richard Kylie 1919-20 D. L. McLean 1921 John O'Reilly

A Scourge of Fire

A beneficent catastrophe overtook Lindsay on July 8, 1861. An election had just been held, and the town was thronged with visitors, waiting to hear and celebrate the official announcement of the returning officer. About 11.00 a.m., when it had just been announced that James W. Dunsford (Liberal) had vanquished John Cameron (Conservative), a fire was noticed in a small frame house on the south side of Ridout Street about where Dr. Blanchard's residence now stands. It has always been supposed that the owner of the house who had put up the building but could only rent the land set the place on fire as the climax to a quarrel with his landlord.

A south wind rose with the fire and swept the flames from building to building. Both sides of Kent Street west to William were soon in ashes and all buildings between Kent and Peel streets destroyed except one little log cabin owned by a widow named Murphy on the southeast corner of Peel and William streets. Farther east, the flames licked up Fournier's Hotel (on the present Cair site) the grist and saw mills, and all adjacent buildings, leaped across the river by way of the bridge, and consumed Brown's Alma Hotel and the Port Hope and Lindsay Railway station.

By 3.00 in the afternoon the fire had burnt itself out. The area destroyed was, roughly speaking, bounded by Russell, William, Peel, Queen, Caroline and St. Lawrence streets. Four hotels, two mills, the post office and customs office and 83 other buildings lay in charred ruins, and about 400 people were without shelter. No lives were lost but the loss of personal property was in most cases complete, for fire insurance was still only in its infancy.

Distress was great though much food and clothing were supplied by unharmed citizens and farmers in the country near at hand, and for several days the trains from Port Hope were besieged by refugees seeking bread. The west side of Cambridge Street, between Peel and Wellington was then a common and many camped here for weeks, at first under trees and later in tents.

Although ruinous to the individual, the fire was a blessing in disguise to the town as a whole. Disaster seemed only to stimulate courage and steps were at once taken to erect fine brick stores in place of the wooden buildings which had been swept away. A brick yard had been begun five years before in the form of Frank Curtin, lot 15, Con. V, a mile south of the town, and the proximity of such building material made these ambitious projects possible. Within a year the Britton block, [illegible] Hotel (McConnell's), the eastern half of the Bueman block (four stores and an hotel), and the Bigelow (Sproll and Killen's and McBride's), Wilson (Kennedy), Wright (Armstrong and Forbert), Knowlson (Gregory and adjacent stores), McLennan, and Baker (Adams) blocks were completed. Nearly all were handsome three-storey brick buildings, remarkable in their day and environment, and still a credit to the town. The fire was thus the making of the town.

Further Threats of Fire.

Never again was the town destroyed by fire, but there have been occasions when destruction seemed very close at hand.

In August, 1881, a phenomenal drought scorched and blistered the whole of Ontario, and for days the thermometer ranged from 90 to 100 degrees Fahrenheit in the shade. Fires broke out in Victoria county on August 30th, and swept across the countryside before a west wind. Forests, crops, fences, and farm buildings were consumed. Railroad bridges were burned away and the rails twisted out of shape. The Long Swamp west of Lindsay was ravaged, towering clouds of ashes, smoke, and dust brought darkness and suffocation to the town, and a band of fire-fighters battled all day long on the 31st against a wave of flame that licked hungrily around the western boundary. At [illegible] p.m. on September 1st, a torrential rain brought this fiery chapter to a close. Much of the county had been wiped out, and the following year saw a huge emigration of farmers to Manitoba, Dakota, and other western areas.

A similar season of fire came in September 1897, but as no fuel had been left in South Victoria by the holocaust of 1881, the blaze was confined to the northern townships. An impenetrable pall of smoke lay over the whole countryside, however. Even in Lindsay visibility was limited to a few feet, eyes were tortured, and ashes fell like snow.

Some of the more serious local small fires during the past fifty years have been the following:—The Doheny block, northwest corner of William and Kent, 1875, loss $30,000; Parkin's sawmill, 1882, 1886, 1890, and 1892; the Scugog Paper Company's mill, 1890, loss $70,000; the McDonnell block, southwest corner of William and Kent, 1893, loss $10,500; the Flavelle warehouses, East Ward, 1893, loss $25,000; Peel Street, in rear of the Simpson block, 1900, loss $65,000; the Kennedy and Davis sawmill, 1907, loss $13,000; the Carew sawmill, 1908, loss $10,000.

Primitive Conditions of Life.

Conditions in the sixties and seventies varied much from those of today. William Street vied with Kent Street in importance as a commercial thoroughfare. Wellington Street was the leading resi-

dential section of the town. There were, however, no sewers, no town water, no lights, and few cellars. The necessities of the modern workingman were then luxuries unattainable to all.

It is interesting to note that on April 19, 1865, the day of Abraham Lincoln's funeral, this little Canadian town closed all its stores and schools, put its flags at half-mast, and that two small cannon owned by a retired British naval officer named Hodden fired off a memorial salute to the great American.

The first telegraph system was installed in September 1858 by the Montreal Telegraph Company, who brought in their line along the Port Hope railway. On January 11, 1878, the first local demonstration of the telephone was made by attaching receiving and transmitting apparatus to the telegraph wires in Peterboro and Lindsay and so talking between the two towns. The first local telephone exchange was installed in June 1881 by George D. Edwards of the Bell Telephone Company. The system began with thirty subscribers. The first demonstration of the phonograph was made in the Opera House in June 1878.

The police protection of those early days was very inadequate. Drunkenness was fed by dirty taverns on every corner, and immorality was so brazen and shameless that a number of private citizens formed a Vigilance Committee in 1877 and burned down all the more notorious brothels throughout the town. For many weeks the local papers kept recording "another roostery gone." After this purging by fire, it transpired that the Chief of Police himself had been a protector and patron of the wanton sisterhood.

Cows, geese and dogs wandered over all the streets unchecked until the eighties. From 1863 to 1886 the feverish question in municipal politics was whether or not to prevent "the poor man's cow" from ranging abroad and devouring every green thing in every private garden. A half-measure was tried which required every street grazing cow to be tethered, but the tether-ropes grew to unbelievable lengths and in 1886 the cow was banished entirely from the streets. The first dog by-law was passed on July 2d, 1867, and imposed a tax of one dollar per dog.

Growth in Civic Stature.

The population of Lindsay has grown slowly but steadily from [illegible] at incorporation in 1857 to 1907 in 1861, 4049 in 1871, 5080 in 1881, 6081 in 1891, 7008 in 1901, and 8026 in 1921 (assessment roll figures).

This gradual development has resulted in an unusually high standard of general comfort in the town. There are few noticeable extremes of wealth or poverty. There are no palaces and likewise no hovels. And when hard times bring the soup kitchen and the bread line to bloated industrial towns like Peterborough and Oshawa, Lindsay shows little evident distress.

The chief causes of the town's having grown at all are (1) muni-

cipal, (2) transportational, (3) industrial and (4) commercial.

The advantages which it has enjoyed as the county town are self-evident. Judicial, educational and municipal establishments have all tended to localize at this centre.

Far more important has been the gathering in of railways. Lindsay has no fewer than eight lines of railway radiating out, spoke-wise, from her boundaries. 27 passenger trains and many more freight trains pass in and out each day, and the G.T.R. divisional locomotive shops, stationed here, have a normal payroll of [illegible] men. The part played by the railways in building up and maintaining the town cannot be over-estimated.

The industrial and commercial growth of the town call for separate treatment.

Summary of Industrial Development.

As might be expected in a small inland town, the leading industries of the past seventy years have been those such as lumbering, flouring, tanning, weaving, brewing and brick-making, which have utilized the natural products of the neighboring countryside. Iron founding and carriage-making have also had success up to the limit of the needs of the district.

The pioneer mill, both in gristing and in lumbering, was the Purdy plant, with which were later associated the proprietary names of Hiram Bigelow, Walker Needler, William Needler, Thomas Sadler, J. R. Dundas, Wm. Flavelle and J. D. Flavelle. In 1884 these mills had a daily flour output of 400 bags, an annual lumber cut of 1,000,000 feet, a 30,000-bushel grain elevator, a river fleet of six barges and a steamboat, and a staff of over 100 men. The depletion of our forests and the dwindling of the county's cereal output through the rise of mixed farming have resulted in the extinction of all this business. Lumbering was relinquished by 1900 and in 1910 the gristing interests, then controlled by Mr. J. D. Flavelle, were merged in a big milling merger known as the Canadian Cereal and Milling Company. Local operations were soon afterwards suspended.

Other local companies which have during the past half-century engaged in lumbering, planing and wood-working have been the following: (1) Mollis Bowen, succeeded on the same site by Whitmore ("the Yankee mill"), Dunham and Kellogg, John Redd, the Rathbun Co., Baker and Bryans and the Baker Lumber Co.; (2) Thomas Fee; (3) Burke Bros.; (4) George Ingle (Lindsay Planing Mill); (5) John Dovey; (6) Robert Bryans, succeeded by Joseph Maunder; (7) Jerkin Lumber Co., later the Digby Lumber Co.; (8) Billsby and Kennedy; (9) J. P. Ryley (Victoria Planing Mill); (10) Kennedy, Davis and Co.; (11) Rider and Kitchener; (12) John Carew Lumber Co.; (13) Gull River Lumber Co.; and (14) Lindsay Woodworkers, Ltd. The last three are still active.

The only surviving flour mill is one founded in 1868 by Isaac Finley and since identified with G. R. Martin, Joseph Maunder, C. C.

Finley and W H Woods

Tanneries have been conducted by P H O'Beirne Alfred Lisle the Robson Brothers and the E M Beal Leather Co

Woollen mills have been carried on by Wm Bandum succeeded by J W Wallace and later by Alex. and James Horne and knitting factories by Mullins and Hanlon and H. Hood and Son

Major Thomas Murphy founded a distillery in 1835 on a stream north of the town, still known as the Old Distillery Creek The enterprise fell through and he moved into town A second distillery on William Street only resulted in his developing delirium tremens from drinking his own whiskey Another distillery begun by Benjamin Sincey and breweries set up by Thomas Clark and James Lenihan all ended in bankruptcy Greater success attended Calcutt's Brewery founded in 1872 and later run by Lloyd and Goldie, the Haslams (father and son) and Fred Cornell It too is now defunct

Brick-making was begun about 1856 by Francis Curtin on his farm south of the town The Foxes (father and son) took over the business in 1877 It is now run by C Wegstaff

The leading iron-foundries were long those of Mowry and of John Makins Mowry's was sold out to John McCrea in 1889 The Sylvester Bros. Mfg Co founded in 1882 by Richard and Robert Sylvester was at one time Lindsay's leading industry Over 100 men were engaged in manufacturing agricultural implements (binders, drills, grubbers etc.) of the proprietors' own invention Ruined by speculation, the business is today being revived by Sylvesters of the second generation who are manufacturing gasoline engines. Other metal working firms have been the Madison Williams Co the Canadian Swensons, Ltd the Boving Hydraulic and Engineering Co., and the Cole Mfg Co. Ltd

Carriage-manufacture has been chiefly in the hands of James Hamilton T E Cunningham (succeeded by Cain, Carley and Curtin) Richard Kylie D. Sinclair and D J McLean Fitzsimmons, Ltd which deals in automobile bodies, is a modern variant of the same trade.

Among miscellaneous industries we may class (1) the Lindsay Creamery Co of M J Lewis and the cold storage business of Dundas and Flavelle Bros. now under one management as Flavelles Ltd (2) the Lindsay Marble Works (Robert Chambers) and the Victoria Marble Works (W H Cresswell) (3) the pork packing business of C L Baker and George Matthews no longer in local operation (4) J M Squiers fancy seed business (5) Hodgson Bros Chemical Works (6) the Dominion Arsenal shell works (7) Allen and Hanbury's Ltd. baby food factory

The imagination is appealed to somewhat by the evil fate which pursued certain firms that once operated in the East Ward on the present Beal tannery site Here James Lenihan's brewery first went bankrupt and then burned down Then a Tanbark Extract Company of Montreal managed locally by James Foley erected an enormous plant on the same spot. Mismanagement and a lack of hemlock bark brought about collapse and a loss of $[illegible],000. A Montreal wrapping paper firm then took over and proposed to manufacture paper from wild rice and from wheat straw. Bankruptcy intervened. Still another enterprise, the Scugog Paper Mill Company, managed by J. C. Patterson, made expensive preparations for making felt paper from pea straw, cedar bark and similar materials. The carelessness of a French night watchman set the plant on fire. Destruction was complete and the proprietors lost $7[illegible],000. The R. M. Beal tannery which followed next has apparently been immune from the evil spell of the place.

The prosperity of the town has been helped from time to time by the civic enthusiasm of the local Board of Trade. The Board was first organized on February 12, 1887, and fervent revival meetings have been held in [illegible], 1[illegible]5 and 1921.

Commercial Lindsay

The number and character of the stores of Lindsay have changed little during the past forty or fifty years. Their trade is largely limited to the extent of the population of the surrounding country, and while the advent of the automobile has tended to widen the area directly served, a decrease of several thousands in the population of the county and the wholesale piracy of urban mail-order houses have both done much to neutralize this expansion.

The actual proprietors of the local stores, however, have changed incessantly and it would be no small task to list all the generations of merchants who have taken part in local trade since incorporation. I shall content myself with the following schedule of older businesses which after many years remain with the families which founded them:—1837 Jeremiah Britton (now B. Britton, jewelry); 18[illegible]7 E. Gregory, drugs; 18[illegible]8 John Anderson, furniture; 18[illegible] W. A. Goodwin, wall paper, etc.; 18[illegible]1 R. S. Porter, books and stationery; 18[illegible]1 Dundas & Flavelle, dry goods; 18[illegible] M. O'Halloran, meats; 18[illegible]2 McLennan & Co., hardware; 18[illegible]6 Thomas Beall, jewelry; 18[illegible]7 J. M. Neelands, dentistry; 18[illegible] S. Cornell, insurance; 1874 R. P. Spratt and J. Kitson, groceries; 187[illegible] A. Higinbotham, drugs; 1878 J. A. Williamson, harness; 1881 J. H. Edwards, hardware; 1884 G. A. Milne, tailoring; 18[illegible]7 Alex Fisher, groceries; 1888 M. J. Carter, clothing; 18[illegible] M. E. Tangney, furniture; 1890 Wm. McWatters, confectionery; 18[illegible]0 Philip Morgan, drugs; 1893 R. Johnston and M. H. Sisson, boots; 18[illegible] G. A. Little, books and stationery; 1897 F. W. Sutcliffe, dry goods.

At the present time, Lindsay has 27 grocers, 6 clothiers and drapers, [illegible] druggists, [illegible] butchers, [illegible] hardware merchants, [illegible] confectioners, [illegible] shoe dealers, 4 coal dealers, [illegible] jewelers, 3 furniture dealers, [illegible] stationers, 2 fruiterers, 2 opticians, [illegible] tailors, 3 music stores, and 1 harness dealer.

The Banks of Lindsay

The Bank of Upper Canada opened a branch in Lindsay in 18[illegible] and conducted business until the failure of 1[illegible]. The Bank of Montreal had a local agency in 18[illegible] but for nearly twenty years it did nothing beyond accepting deposits for the government. The Ontario Bank came in in 18[illegible] and the Merchants Bank in 1870. The Bank of Montreal absorbed the latter in 1[illegible] and the former in 1[illegible]. The Dominion Bank began business in Lindsay in 18[illegible], the Standard Bank and the Bank of Commerce in 1[illegible] and the Home Bank in 1910. The Victoria Loan and Savings Co. was founded in Lindsay in 18[illegible] under local management and largely financed by local capital.

Delayed Civic Improvements.

The last four decades have seen remarkable developments in the conveniences and amenities of town life. Electric light, waterworks, sewerage, paved streets, municipal charities, and a hospital have all reached mature growth.

The tardiness with which these developments came was due in large measure to bad municipal financing during the period 1[illegible]-1891. For many years municipal politicians deliberately disregarded written and unwritten laws. Debentures were issued for various purposes but the councillors in their desire to carry popular favor by a low tax rate kept taking the money raised to pay off the principal and diverting it to current expenses. Finally in 1891 a provincial Act forced the consolidation of the arrears of debt and payment in full within thirty-five years. The consolidated debt amounted to $1[illegible], of which sum $1[illegible] had been voted in railway bonuses.

Once civic government had been placed on a sound basis in this fashion the provision of modern public utilities was much accelerated.

Lindsay's Lighting System

Prior to 18[illegible] the streets of Lindsay were without illumination and citizens who walked abroad at night did so in imminent peril from mud, logs and dreaded drivers. The town council at last decided in November 1880 to purchase six coal-oil lamps. One of these lamps was placed at the Wellington Street bridge, one opposite the Midland station and the other four on Kent Street.

In September 1881 a "Consumers' Gas Company of Lindsay" was formed with an authorized capital of $[illegible]. J. E. Dundas was president and F. C. Taylor managing director. This new company contracted with the town to install 33 gas-lamps for street-lighting.

Gas however was soon to abdicate to electricity. In 18[illegible] E. F. Reesor of Newmarket established a "Lindsay Electric Light Company" which generated power on a fuel system and was given the street-lighting contract. A rival enterprise, the "Victoria Electric Light Co. Ltd." was at once founded by Samuel and Alfred Parkin. The Parkins were burned out in September 18[illegible] and thereupon bought up the plant of the Consumers' Gas Company on the south-east corner of William and Wellington streets, demolished the works and set up an electric power station. Competition between the two electric light companies was keen and both gave service at a loss—to the great benefit of the public but to their own embarrassment. At last, Thomas Sadler and William Needler came in the financial assistance of Kemor. They then bought out their rivals and incorporated the Light, Heat, and Power Co. of Lindsay Ltd.

The advantages of hydro-electric power development at Fenelon Falls were now considered. J. A. Culverwell of Port Hope had seen the prize first and had secured an option on the Smith Estate at Fenelon Falls but was checkmated by the adverse report of a supposed expert. The Lindsay company then stepped in and snatched up the power rights.

Work was begun in July 1899 on a $70,000 generation and transmission system. The chief items in the generating system were an 11-foot steel flume, two Samson turbines, and a 400-kilowatt generator. A three-phase current of 550 volts was stepped up to 11,000 volts for transmission and distributed in Lindsay at 1100 volts. The contractors were the Wm. Hamilton Mfg. Co. of Peterborough. The system was formally opened on May 21, 1900.

The municipal fathers now decided that the rates charged for street lights were exorbitant and encouraged the formation of a Lindsay Gas Company capitalized at $40,000 in July, 1901. The manager, John A. Burgess of Toronto, put up a plant on the south-west corner of Kent and Sussex streets. His gas-lights were tested in May 1903 by Professor Ellis and W. H. Stevens, and condemned as hopelessly under strength.

In 1905 another gas venture, the "Gas Power Company" headed by a Mr. Dancy of Toronto, was given the lighting franchise and much municipal encouragement. With this firm's collapse all struggles against the electric power company came to an end.

In October, 1911, the question of municipal ownership was brought to a head by local Socialists but was decisively rejected when put to a popular vote.

Since then the Light, Heat, and Power Company has been acquired by the Seymour Power Company and still later absorbed into the Hydro-Electric Power Commission's 44,000-volt Central Ontario (or more correctly Trent Valley) circuit.

Search for a Water Supply

No adequate provision of water for drinking, washing and fire-fighting was made prior to 1892.

For drinking purposes private wells had to suffice. It was hoped at one time that artesian wells, sufficient for the town, could be located within the civic limits. In 1887 a heavy flow was found by Richard Sylvester while drilling on his property on the northwest corner of Peel Street and Victoria Avenue, and in 1888 the town council paid $500 to have a test well sunk on Edward Murphy's premises on Adelaide Street, just north of the Collegiate Institute, by Abraham Mosley of Beaverton. Mosley's auger was broken and lost at a depth of 140 feet, and as no water had yet been discovered the project was abandoned.

Bathing was ill provided for except perhaps, in a bath house built by Thomas Sadler jutting into the river about 200 yards east of the grist mill. Here a bath could be had by paying an admission fee of ten cents to Peter Forhart the attendant. Part of the bath was fitted up to accommodate children, the bottom being covered with a lattice-work of leather straps thus allowing the water free circulation and preventing even the smallest child from filtering through.

The only fire protection was that furnished to the business section alone by a limited line of pipe and a water wheel at the grist mill, which was set going whenever an alarm was given.

A change from all this came in 1882, when the town entered into an agreement with a "Lindsay Waterworks Company," backed by Messrs. McCall, Hodgkins and Clarke, of Watertown, N.Y., whereby the company was to instal a modern waterworks system, in return for a guaranteed franchise for a period of years at $6000 per annum.

Construction began in June 1882 under the superintendence of E. H. Cubbins. An intake filter and a pump-house were built on the west bank of the Scugog at the foot of Mary Street. Two large Deane pumps with a daily pumping capacity of 1,000,000 gallons, were installed, and 7 miles of pipe laid down. For storage and pressure purposes, a standpipe 110 feet high and 16 feet in diameter was put up at the corner of Jane and Henry streets, at the height of land near the fair grounds. The system was tested and accepted by the town on October 17, 1882.

It soon transpired that the company had gotten itself into financial embarrassment and the town authorities at last decided to buy up the waterworks for $80,000 and to place the system under a Board of four Waterworks Commissioners, consisting of the mayor ex officio and three members elected, one each year, by the ratepayers. Since that time the water service has been extended steadily.

In 1885 experiments were made in water purification by ozone but the results were not uniformly satisfactory. The water is now run through a sand and alum filter and sterilized with chlorine gas.

Sewage System Long Delayed.

Proper sewage arrangements for the town were slow in establishment.

In 1873 a stone drain costing $5000 was built from the river south on Lindsay Street to Kent Street and thence west along Kent to about the present Post Office. This provided drainage for the swampy cellars of part of the business section. No further sewerage was attempted for another quarter of a century.

Shortly after the installment of the waterworks in 1883 the popular demand for sewage accommodation became vocal, and Willis Chipman, C.E. of Toronto, was engaged by the town to make a sewage survey. His report, rendered in September [illegible], divided the town into six drainage areas—(1) a small northwest area; (2) a 1200-acre Brewery Creek area separated from (1) by a line from the highest point of land on the western boundary to the point where the Scugog crosses the northern boundary and from (3) by a line from the corner of Kent and William streets to the corner of Durham and Cambridge streets and thence south to the southern boundary; (3) a 200-acre Lindsay Street Creek area; (4) a strip varying in width from 700 feet to 1500 feet, along the west bank of the river from Huron Street to the southern boundary; (5) that part of the East Ward west of a line drawn north-northeast from the south end of St. Patrick Street; (6) that part of the East Ward to the east of the same line. To serve areas (2) and (3), the principal portion of the town, he proposed building two trunk sewers, one from Sussex Street along Kent, Cambridge, Wellington and William streets and emptying into the river at the foot of Francis Street, and the other north down Lindsay Street. All drains were to empty below the locks where a minimum current of [illegible] feet per minute and an average discharge of 28,000 cubic feet per minute were considered sufficient for sewage disposal until the population exceeded [illegible]. The sewers too were for sewage only. Storm water was to be left in the Wellington Street drain and the Kent Street storm sewer.

The cost of the Chipman system was estimated at $56,[illegible] and as the town was suffering from the effects of miserable management in earlier years the council did not dare to undertake a work of such magnitude. Indeed, it was not until [illegible] that any sewerage construction was begun at all, and the first vote then was only $[illegible]. Cautious but steady development has been going on ever since.

Summary of Public Utilities.

Today there are some 1713 private dwelling-houses in Lindsay. Figures secured from public utility officials show that 1158 (or nearly 70%) have sewerage and waterworks connection and that 1[illegible] (or over 90%) are lighted by electricity.

The Streets of Lindsay

The streets of the town were long notorious as sloughs of despond. The townsite consisted for the most part of cedar swamp and the roads seemed mere stretches of bottomless bog. The late Charles Britton, who came to Lindsay in 1867, often claimed to have run a pole twenty feet straight down in the centre of Kent Street without striking solid ground, and even the present generation can remember wagons being engulfed axle-deep in the slab mud of the road.

From 1890 to 1910 many unsatisfactory experiments were made with macadam, which persisted in sinking quietly to unknown depths. Five blocks of asphalt pavement were laid down on William Street North in 1910 and gave immediate satisfaction. From 1914 to 1918 during the mayoralty of Richard Kylie and chiefly because of his persistent advocacy all the main arteries of traffic were paved with asphalt or concrete. Thanks largely to Mr Kylie, Lindsay has now over twelve miles of permanent roadway and has passed at one stride from the worst to the best. It is probable that no town of its size in Canada has now such superlatively good thoroughfares.

Prior to 1883 the town was bare of shade trees. In April of that year an Act introduced by the Hon. S. C. Wood, provincial member for South Victoria, authorized a government bonus of twenty-five cents for each tree planted. The town council supplemented this with a subsidy of fifty cents for each tree and tree-planting became the order of the day.

No thought was given to parks until May 1891 when the Board of Trade undertook the development of the south half of the Kent-Sussex-Peel-Victoria block. This "Victoria Park" was now levelled and seeded for the first time. In 1897 Richard Sylvester sold the town for park purposes only the major portion of the north half of the same block, asking for it only $300, the price he had paid for it twenty-five years before.

During the mayoralty of Mr Kylie, a "Memorial Park" was acquired in Ops township on the banks of the Scugog, and time and care will doubtless transform it into a beautiful picnic resort.

A Shelter for the Aged.

The first step towards caring for the aged indigent of the town was made in April 1886 when a frame building on William Street opposite Makins foundry was rented by the town as a Home for the Aged. A matron, Mrs. C. R. Helgo, was placed in charge and supervision handed over to a Central Charity Committee. Mrs. Good, Mrs. Neelands, and other lady directors were very active in this work.

In 1888 the inmates were transferred, much against their will, to the Mansion House building on the southeast corner of Glenelg Street and Victoria Avenue.

Meanwhile a much larger institution which would accommodate the indigent of the whole county had been planned by the county council. In 1890, 1896 and 1900 elaborate investigations were made, and the councillors were unanimously in favor of taking action, but in each case the necessary by-law was defeated when put to the vote of the people. Finally in June 1903 provincial legislation made it compulsory for all county councils to build Houses of Refuge before 1906 and action was forthcoming at last.

In October 1904 a committee of nine went on a tour of inspection of charitable institutions in other counties and decided to adopt the plans of the Lambton county House of Refuge at Sarnia. As a site, seventy acres on the Curtis farm, lot 18, Con. V, Ops, just southwest of Lindsay, were purchased for $7,42[illegible]. The building contract was let to W. McLean of Woodville for $2[illegible],[illegible]00. Waterworks and sewage systems were laid down in 1904 and the buildings set up in 1905. The main building was a three-storey structure of red brick, designed to accommodate 75 inmates. It was heated by steam and ventilated by an electric fan system. The cost of land, buildings and equipment totalled $47,35[illegible].

The institution was formally opened on October [illegible], 1905, by the Hon. J. W. Hanna, Provincial Secretary, and Dr. R. W. Bruce Smith, Inspector of Prisons and Charities. The first keeper was Robert O. Robertson, and the first matron Mrs. Robertson, his wife.

The Mansion House building, which was now vacated, was turned over as a Children's Shelter to the Children's Aid Society of Victoria county. This society had been incorporated under the Gibson Act in January 1895, with Duncan Ray as its first president and Dr. W. L. Herriman as its first secretary.

A Munificent Memorial Gift.

Lindsay was virtually without hospital accommodation until 1902, when it suddenly received one of the finest small hospitals in all Canada.

James Ross, a Montreal millionaire, offered in 1900 to build a hospital in memory of his parents, who had lived for many years in Lindsay, provided that town and county would guarantee its maintenance. The offer was accepted and a site purchased on the northeast corner of Kent and Angeline streets. Here, on a high grassy knoll, 200 feet back from Kent Street, there rose during 1901 and 1902 an imposing building of red brick based on foundations of white Longford stone. A main two-storey building, [illegible] feet by [illegible] feet, was flanked by east and west wings, each 28 feet by 53 feet. Every precaution was taken to make fire impossible. The frame consisted of steel girders, the floors were of English tile laid in cement, the outer walls were of brick, the partition-walls of steel lath fastened to iron studding, and the ceilings were sheet steel imbedded in cement.

The new building was opened by the donor with a golden key on November 27, 1902. The first Board of Governors comprised the following:—Chairman, J. D. Flavelle; Secretary-Treasurer, J. R. McNeillie; Directors, John Austin, George Ingle, Thomas Stewart, Robert Bryans and Mrs. J. C. Grace.

The first Lady Superintendent was Miss Scott, who was assisted by a head nurse and four nurses-in-training. Miss Scott was succeeded in October 190[illegible] by the late Miss N. M. Miller of Brockville, and the latter, on her demise in 1931, by Miss Reid, of Lindsay.

Mail and Music.

Two other buildings worthy of mention are the present Post

Office and the Academy of Music

From 1861 to 1888 the post office was a modest frame building which still stands on Lindsay Street South next to the skating rink. A new building of brick was promised by the government in 1897 and the choice of a site wavered between the old English church lot (the present location) and Britton's corner. The former site was criticised as being too far west and out of the centre of the town and a referendum, brought on by frantic disputants, gave a popular majority of 939 in favor of Britton's corner. It seems however that the referendum was out of order and that the federal Post Office Department had already purchased the other site. The criticisms of 1897 moreover are no longer valid, for Lindsay like most towns and cities in the northern hemisphere has grown steadily towards the west and north, so that the Post Office is now quite central. The advent of street delivery in 1914 has further solved the question.

Work on the Post Office was begun in July 1898. Limestone for the foundations was towed to Lindsay on scows from the Big Island quarries on Pigeon Lake. The main building, constructed of red brick, was 56 feet long by 41 feet wide by 49 feet in height. The structure was finished off with a tower and a mansard roof. There was also an eastern wing, 27 feet by 32 feet. A recent reconstruction has not altered the main outlines of the building.

The Academy of Music, built in 1893, was more urgent than the Post Office. In the sixties Thomas E. Bradburn had built a two-storey west wing on the town hall, and had leased it to the town council. The upper floor was used as an Opera House. Though painfully inadequate it was all that the town knew for a quarter of a century.

The Bradburn lease was to expire in 1893 and in 1888 a joint stock company, initiated by R. J. Matchett and F. Knowlson, prepared to put up a modern Opera House on the southeast corner of Lindsay Street and Kent Street East. Work was begun in July 1892 under the contractorship of William White of Lindsay. The plans of the architect W. Blackwell of Peterboro, called for a four-storey building of red brick, 130 feet long by 66 feet wide. The stage was 54 feet in width by 32 feet in depth, and the proscenium arch was 28 feet in height. The auditorium was vaulted over with a magnificent domed ceiling. The seating capacity consisted of 400 in the gallery, 384 in the stalls and parquet, and 16 in the boxes, or a full house of 800 in all.

An opening concert was given on the night of January 4, 1893.

A Few Municipal Statistics.

The present population, according to the state tax-rolls, is 8828 and the assessment of taxable property $4,282,943.33.

The levy for 1921 is 44.3 mills on the dollar and provides for the following expenditures:—(1) $38,887.41, as payment to the county. One-half of this amount was to be applied on the county road system (2) $62,555.77 for Public and Separate Schools (3) $12,255.43 for the Collegiate Institute. (4) $44,498.19 for Debenture Debt and Interest. This includes the missing railway bonuses consolidated in 1881, industrial bonuses and local improvement financing (5) $2550.00 for the Public Library (6) $47,295.50 for the miscellaneous expenses of municipal government.

The Record of the Press.

The present Lindsay newspapers "The Watchman-Warder" (weekly) and "The Evening Post" (daily) are not only the oldest survivors of a long line of journalistic enterprises in the county, they were actually among the earliest in point of establishment.

In 1856 a joint stock company consisting of Messrs Cottingham, Irons, Stephenson, McQuade and others, set up a weekly "Metcalfe Warder" (Conservative) under the management of Joseph Cooper. Joseph Twell Cooper had served his apprenticeship on the Dublin Warder and to that fact the new paper owed its name. It became the Omemee Warder in 1857 when the village changed its title.

The "Canadian Post," a Liberal weekly, was begun in Beaverton in 1857 by C. Blackett Robinson and moved to Lindsay in 1861.

According to a Canada Directory issued in 1857 the field here had already been occupied by the "Lindsay Advocate" (Independent) under Edward D. Hand. The Lindsay "Herald" (Conservative) joined these two in 1863. Then in 1866 the Omemee Warder, finding its position financially unstable, was spirited away by night and set down in Lindsay as the "Victoria Warder." Finally Peter Murray and W. M. Hale began the "Lindsay Expositor" in 1865.

Only two of these papers survived. The Herald and the Expositor died in infancy and the Advocate sold out its goodwill to the Post and the Warder in 1870.

In that same year Robinson moved to Toronto and founded the "Canada Presbyterian." The Post was left in the charge of his brother-in-law, George T. Garnett, until 1873 when it was taken over by Charles D. Barr, night editor of the Toronto "Globe."

Four years later Cooper sold the "Warder" to John Dobson for $5500 and Edward Flood was made editor. Samuel Hughes of Toronto became proprietor and editor in 1885. Leading local Conservatives were soon dissatisfied with his management of the paper and backed Joseph Cooper in establishing the "Watchman," another Conservative weekly, in 1888.

For two or three years, the local press indulged in orgies of Billingsgate probably unique in the annals of Canadian journalism.

In time Cooper sold out the Watchman to George Lytle who in 1899 bought up the Warder as well and amalgamated the two papers as the "Watchman-Warder." Lytle was succeeded as editor by Allan Gillies who, with the assistance of Fred Moynes of the Stratford Herald launched a "Daily Warder" commencing May 1, 1905. John W. Deyell, B.A., has since become manager.

Meanwhile C. D Barr was appointed county registrar in 1891 and the Post was taken over by George H Wilson of Port Hope on July 1 1892 The weekly edition was supplemented by a daily Evening Post beginning April 8 1895

Two new rival papers were founded in 1888 and 1898 but were short-lived Sam Porter of the Post staff published a Lindsay News-Item for a few weeks in 1888 and a Free Press started on May 5 1898 by J V McNeely and R J Moore gave up the ghost on February 28 1899

During and after the Great War of 1914-18 newspaper costs became so crushing that the proprietors of the Post and the Watchman-Warder entered into an agreement by which after Sept 28 1920 the former abolished their weekly edition and the latter their daily edition This arrangement is still in force

The staffs of the local papers have had several distinguished graduates. Samuel Kydd once with the Warder and the Advocate, became editor of the Montreal Gazette in 1888 while the late W M. O'Beirne 30 years editor of the Stratford Beacon the late S. J Fox, M P P the late I T Johnston of the Toronto Type Foundry and F H Dobbin 27 years Managing Director of the Peterboro Review all served with the Post.

Newspapers have also carried on elsewhere in the county After the departure of the Warder Omemee had its Herald and "Mirror" both now defunct In Bobcaygeon the Independent founded by H. D Hand in 1870 and published for many years by the inimitable Charles E Stewart has a current circulation of 750 Fenelon Falls has had the Gazette and the Star The latter is no more but the former set up by E D Hand in 1878 and now run by the Robson Bros survives with 800 subscribers. Woodville long had its weekly the Advocate founded in 1877 by Cave and Henderson but this paper has since been amalgamated with the Beaverton Express.

Half a Century of Sport

The past fifty years have seen great local interest in athletic sports of every kind Perhaps no other factor in civic life has done more for the health and the democracy of the town for participation has been general and the spirit of snobbish exclusiveness conspicuously lacking.

Water sports may conveniently be dated from the formation, on May 8 1878 of the Victoria Boat Club This club sought to encourage canoeing rowing and yachting but specialized in the latter Some of the yachts which took part in the enthusiastic contests of the time were the Wide-Awake the Wave Crest the Breeze, the Spray, the Ruby the Mazeppa the Wave and the Emma

The lineal descendant of the Boat Club was the Lindsay Canoe Club which in 1888 built a large two-storey club boat-house at the foot of Kent Street East The ground floor was stored with canoes and skiffs and the upper floor fitted up as a gymnasium The pennant of the club consisted of a white diamond set in a crimson bordered blue field and inscribed with a figure of a green bull frog rampant

This totem has been appropriated in recent years by Sturgeon Point but is less appropriate there than in Lindsay.

Where Scugog rolls its turbid tide
And bull frogs bellow on its marshy side."

In 1885 the Lindsay Canoe Club was the largest in the world, but its decline soon followed with the development of Sturgeon Point and the development of the power launch which made it possible to travel by water without work.

Among winter sports curling is preeminent. The Curling Club is a great force working for civic democracy for here citizens of every creed, race, occupation and condition of life play together in the utmost goodfellowship.

The club was first organized on December 11 1876 Its original members were J Watson (president) G H Bertram D J McIntyre J M McLennan, J Mattice W Needler S A McMurty H Gladman Rev J Hastie and J D Flavelle

The first season was spent in a rink on Victoria Avenue rented from Thos Fee. By the season of 1877 78 the club was housed in a rink of its own on Russell Street. The present Peel Street rink was built in 1883

In 1899 after 23 years of play the club had won more prizes and competitions than any other club in existence. A few only of its achievements are—the open event for all Canada and the U.S.A at Montreal in 1884 the Ontario Tankard 5 times in 18 years the Governor-General's trophy 4 times in 13 years, the Royal Caledonian Medal 5 times in 8 years, the International Cup 3 times in 16 years and the Ontario Curling Association Medal 8 times in 13 years. The doyen of the club is of course Mr J D Flavelle.

A Lindsay Snowshoe and Toboggan Club was organized on December 11 1885 with C E L Porteous as president and W A Wilson as secretary The club built a toboggan-slide on Lyons hill in the North Ward and was active for several winters

A Lindsay Skating Club Company formed in December 1888 built the present Lindsay Street skating rink. The management comprised J A Barron (president) J D Flavelle (vice-president) and F C Taylor (secretary treasurer)

Hockey now began slowly to develop. The climax was reached in March 1909 when the Lindsay "Midgets" won the intermediate Ontario Hockey Association championship by defeating the Stratford "Midgets" 7—8 in Lindsay and 8—2 in Stratford. The successful team consisted of the following —Basil Newton (goal) Leon Koyl (point) Clifford Sullivan (cover) W Stoddard (rover) Kenneth Randall (centre) Reg Bromfield (left) and Fred Taylor (right)

Summer field sports have included cricket, lawn tennis, rugby football baseball and golf

The high water mark in cricket was attained on August 7 1883, when the Lindsay cricket team defeated Toronto on the local school grounds by eight wickets The Lindsay eleven were G F Hall M Boyd, J C Grace, G Hallett J A Barron W Grace, W Jones J B, Smith C Veitch R McLennan and E Musgrove.

The first tennis club was organized on July 21 1884 with C D. L. Fortescue, F Harman, S. A. McMurtry J D Flavelle, and T Dean as an executive The club was revived again in 1898 Grounds were secured on the southeast corner of Russell and Mill streets an up-to-date club house built and three courts developed under the picturesque old elms which embellished the grounds Matches were played against teams from Millbrook, Port Perry Uxbridge and elsewhere. The three outstanding local players were Peter Kennedy L. V O'Connor and C H Sootheran All three played in the provincial championship matches at Toronto and Sootheran in 1911 defeated the champion of Idaho in the finals for the singles championship at Spokane, Washington

A Rugby football club was organized in Lindsay in 1882 by W H Simpson but met with no outstanding success until November 27 1908 when, with a season's record of four wins and no losses it won the Junior Rugby championship of Ontario by defeating the "Capital" team of Toronto by 8 to 5 The Lindsay fourteen comprised the following —full back, Sylvester halves, E Green Cotton F Green quarter Killen scrimmage McQuarrie, Dougan Newton wings McHugh Hoyt, Conway Mordie, McKenzie, McGregor

In baseball, the day of greatest jubilation has probably been October 1 1904 when Lindsay won the pennant of the Midland League by defeating Bowmanville 10—7 The Lindsay players in 1904 were Cinnamon Lester Little Martin, Menzies Miller McGill McLagin Stalker and Workman

A golf club has been in existence for a score of years and owns an admirable golf course and club-house just west of the town The expense attendant of the game involves a danger happily not yet realized of its becoming the one undemocratic sporting organization in a splendidly democratic town

Chapter VII

The Record of the Rocks

The changes wrought in the appearance of Victoria county by a century of Anglo-Celtic civilization are surely startling. Yet the inconceivably great epochs of time which lie in the geological past of the world saw stranger sights yet and we must know this earlier history of the county if we are to understand some of the commonest features of the landscape of our own day.

Norland on the Pacific Coast of Greenland.

Some fifty millions of years ago in the Ordovician Period of the world, there were only three great continents, none of which corresponded to the great land masses of today. An "Indo-African" continent comprised modern Africa, Asia Minor, Arabia, India, the East Indies, and the whole vast intervening bed of the Indian Ocean. A "Brazilian" continent included the northern half of South America, the West Indies, and the Appalachian system of the United States. And a third or "Greenland" continent stretched from Quebec on the west and Greenland on the north over the whole of the North Atlantic to Scotland where a lofty range of "Caledonian Mountains" was washed on the east by the Pacific Ocean (for most of modern Europe and Asia was still under water). At the southwestern end of the Greenland continent, an "Algonkian Peninsula" ran across Northern Ontario and up west of Hudson Bay as far as Coronation Gulf. From this peninsula, a projection ran south into the "highlands" of Old Ontario. The central and western parts of North America were not yet in existence and the waves of an even greater Pacific than that of today rolled over South Victoria to break on the stern granite shores of the continent near Uphill, Norland, Dongola, and Burnt River. Had modern man lived at that time he could have sailed straight west from Norland to Edinburgh, Scotland, without changing his course. And had he sailed eastward he would have witnessed tremendous volcanic eruptions in Nova Scotia and New Brunswick, then at the extreme north of the Brazilian continent. However man was not yet on the earth. The highest forms of life were still only molluscs which, in some cases, had shells fifteen feet long.

Practically all land at this time was granite rock, formed by the original cooling of the earth's surface and now emerged from beneath the oceans as three great mountainous continents. The sterile hills of North Victoria and Haliburton are thus part of one of the oldest mountain systems in the world, beside which the Rockies and Alps are only healthy babies of yesterday. Rivers among these hills brought down great quantities of sand and mud which were deposited in the ocean depths in North Victoria. Here pressure and heat transformed this sediment into limestone. Two succeeding formations are usually noted. The oldest is known commonly as the "Black River," but is now described by scientists as consisting (for this county) of Coboconk, Leray and Lowville limestones. These strata outcrop chiefly to the north of the Kawartha lakes. The later formation, known as "Trenton" limestone, now overlies the Black River in parts of north Victoria.

By the advent of a somewhat later epoch, the Carboniferous, in which most of the important coal beds of the world were formed, southern Ontario and most of the western provinces had risen above the sea, thus joining themselves to the Greenland continent. Lindsay and the limestones of its district were now inland instead of beneath the ocean, and the waves beat on a shore somewhere in Ohio and New York State. Never again was Victoria County submerged, and, as a result, we have no coal beds and no fossils except those of the very earliest times. Districts, however, which were submerged in the Carboniferous epoch show wonderful vegetation. There were no flowering plants, but ferns were sixty feet in height, horse-tails were ninety feet, and club-mosses actually grew to be five feet in diameter and one hundred feet high. Some forms of fish and some insects were abundant, but the higher classes were still missing.

Two further epochs, each of millions of years in length, brought little change, but in the Jurassic Period huge reptiles ruled the world. In the lakes and seas swam the Plesiosaurs, ravenous, long-necked, forty feet lizards with fins and a fishlike tail. On land waddled the monstrous Dinosaur, one hundred scaly feet in length. And the sky was darkened by hideous flying lizards. It was an age of nightmares, and its chimerical forms of life would stagger belief were it not for the unanswerable fossil records laid bare in Wyoming and other parts of the Middle West. There is no doubt that these monsters roamed hungrily abroad in the fern forests of Omemee and Lorneville, but there erosion had its own way during the fifteen million years that came after and swept away all traces of this early life which different conditions have preserved elsewhere.

In the next period, the Cretaceous, real sea-serpents seventy-five feet long swam along the ocean shore not far south of Ontario. The Eocene period following that again was marked by a complete disappearance of all the great reptiles. At this time Europe, America and Asia were all joined together.

The Great Limestone Cliff.

Later periods, the Oligocene, Miocene, and Pliocene, saw North America gradually take on its present shape. During all these epochs, commencing in Carboniferous times, the forces of erosion had been busy in Ontario. Between the granite and the hard superimposed Black River limestones and between the latter and the hard Trenton limestones soft sandstones and shales had been laid down. As water, frost, and air carried out their slow work of destruction, these soft rocks were eaten away more rapidly than the others and so created two broad plateaus of hard limestone each faced on the north (eroded) edge by a precipitous cliff ranging from 15 to 150 feet in height. These cliffs, known technically as cuestas are still quite distinct today although obscured in places by later glacial drift.

The Black River cuesta has been noted by many geologists. It lies on the border between the limestone country and the granite country, and can be seen near Head Lake in the Gull River valley above Coboconk, in the Burnt River valley and at many other points.

The Trenton cuesta is a contribution of my own to the study of Ontario physiography. (For technical discussion see my article in the Canadian Mining Journal Vol. XLII, No. 11, pp. 213-214.) It lies to the south of the Kawartha lakes, outside of the region of economic minerals and it is doubtless for that reason that it had hitherto been overlooked.

It can be traced best by starting just at the left of the Grand Trunk Railway at Mackenzie's Crossing, four miles north of Lindsay. Here it appears on the Dark farm, crosses the Fenelon Township boundary and then runs west, paralleling McLaren's Creek as far as the 2nd Concession of Fenelon. The so-called "Fenelon Hill," north of Lindsay, is chiselled down the face of this cliff, which is some millions of years in age. On Concession II, Fenelon, McLaren's Creek passes out through a wide valley in the escarpment. The latter turns north here and is easily traced as far north as Lot 10, Concession III, where it strikes west till just north of Cambray village. Here great glacial deposits of sand and gravel obliterate it, but it is found again just west of Islay. From Lot 18, Concession I, Fenelon, it cuts across to Lot 7, Concession XI, Eldon, just west of the township boundary, where it shadows the Glenarm road quite prominently. Thence it runs north till a little past Glenarm, then bends around to the west as far as Lot 18, Concession VIII, Eldon, where the C.P.R. passes through it. On Lot 10, Concession VII, a creek, tributary to Balsam Lake, passes out through a swampy valley. The cliff next proceeds up the 7th of Eldon as far as Balsam Lake Station, where it forms a very bold bluff before turning on a southwestern stretch towards Argyle. At Argyle is another stream valley, but on Lot 11, Concession II, Eldon, the cuesta appears again and runs west into Ontario County on the 5th Concession of Thorah.

Every foot of this thirty-five miles of Trenton escarpment west from the Scugog River to Ontario County I have explored personally, on foot or by bicycle. East of the Scugog I have not yet followed it up so carefully, but I have located it at several points as far east as Pigeon Lake and have no doubt that it is practically continuous right across the county. The Scugog flows out through a wide valley, but the cliff reappears on the Brien farm, just north of Tillytown, and runs northeast behind Pleasant Point. It is steep here but not precipitous. Following Sturgeon Lake for some distance it turns down steeply west of Emily Lake, reappears to the east of Emily Creek, and after circling north somewhat, runs down the west shore of Pigeon Lake. Here, on lot 18, Concession X, Emily, is the last outcropping which I have mapped personally.

Scugog River Once Flowed South

In the Pliocene Period, all rivers in this part of the country ran south or southwest, passing through the escarpment and the plateau which it borders, by wide, steep-sided, rocky valleys. None of the present local lakes were in existence. Two small streams, which rose northeast of Fenelon Falls and near Bobcaygeon respectively, flowed southwards down the centre of the two modern arms of Sturgeon Lake and joined their waters two miles south of Sturgeon Point to form the Scugog River. The Scugog then proceeded south, a little to the west of its present course. The business section of Lindsay was directly in the river bed. The river re-entered present water channels about the Scugog Lake shore boundary of Mariposa Township and then flowed south to the east of Scugog Island and out by Myrtle on the C. P. R. The modern Scugog Lake was then not in existence.

Another river, the modern Burnt River, had the same upper course as today, with its Galeairy and Irondale branches. There was no Cameron Lake and the old river pursued its present bed from the northeast to the southwest corners. Fenelon Falls was a low limestone ridge over which no water passed, for the river flowed southwest through a great gap in the escarpment three miles north of Cambray village and on through Goose Lake on the Mariposa-Eldon-Fenelon boundary. About four miles straight north of Oakwood it was joined by another river whose main stream was the Gull River flowing down through Coboconk. This latter river was augmented, in what is now the bed of Balsam Lake, by tributary streams from Northwest Bay and Corben Creek. It then flowed south, penetrating the great cliff by a deep gorge a mile and a half straight south of Glenarm. The combined waters of the ancient Gull and Burnt Rivers proceeded southwest along the upper valley of Mariposa Brook and left the county near Manilla Junction.

Still another river began in twin streams which rose in Head Lake and Deer Lake, Laxton Township, and flowed down the upper water-courses of Peach Creek and Talbot Creek respectively, then formed a junction near Kirkfield and passed to the southwest near Argyle and Lorneville.

All these rivers were of very long duration and had worn wide, permanent channels through the hard limestone plateau which sloped gently towards the south. At many points the edges of their valleys are still discernible and the ancient drainage system was mapped out by scientists nearly a score of years ago.

Lindsay Under a Mile of Ice.

At the close of the Pliocene Period, about 2 million years ago, there came a time when the northern half of the continent, as far south as Ohio, was covered by an immense glacier. The cause of this glaciation is sometimes ascribed to a diminution of carbon dioxide in the air and sometimes to a great periodic wobble in the earth's axis which, so they say, shifted the earth's zones for a time. Whatever may have been to blame, Lindsay was crushed under an almost imperceptibly moving sheet of ice a mile in depth. Several of these Ice Ages followed one another with temperate periods in between.

The chief result of the glaciers was the smothering up of the older drainage systems. Clay, earth, gravel and boulders were scoured from off the land farther north and deposited over the countryside. Almost the whole aspect of this area today, apart from the limestone outcroppings already described, is the result of these glacial deposits. Typical sand and gravel ridges are found on Lot 10, Concession IX, Eldon, whence the Port McNicoll line drew ballast in construction days; on Lot 11, Concession II, Fenelon, two miles north of Cambray; on Lot 23, Concession VII, Fenelon, on the southwest shore of Cameron Lake; and at the Lindsay sandpits. Much more important was the formation of a great range of morainic hills running east and west a few miles from Lake Ontario. This range is nearly twenty miles across from Mt. Horeb and Omemee to Orono and Roseneath, and extends from Orangeville as far east as Trenton. It blocked the old river systems completely, and today all the drainage waters of Victoria, Haliburton and Peterboro counties must push far to the east, until nearly north of Trenton, before they can slip past this great barrier. But some blockage took place farther north even than the Durham hills. The river channels straight south past Glenarm and Cambray were choked up. The Gull River filled the broad shallow basin of Balsam Lake and slopped over at the lowest point at Rosedale, into the next river basin. As this, too, had been blocked, the water spread out to form Cameron Lake until it spilled for the first time over the limestone ridge at Fenelon Falls into the next valley. Here, again, the Scugog channel was so clogged up with glacial rubbish that the water had to form Sturgeon Lake and overflow across a limestone rim at Bobcaygeon. More than this, the valley of the Scugog was so filled in that a shallow puddle at its southern end, the present Scugog Lake, is actually eight feet above Sturgeon Lake, which lies in the higher levels of the old preglacial valley. It is just possible, however, that before the Bobcaygeon channel was drawn to its present level the Scugog valley was flooded and the two lakes joined for a time.

Ancient Niagara River at Fenelon.

However, before the drainage system took on permanently its modern form, there intervened a short period when this region assumed considerable importance. It was just at the close of the last glacial epoch. A great barrier of ice, slowly melting northward, lay across the granite highlands from the Adirondacks to North Bay and Lake Superior. Lake Iroquois, larger than the Lake Ontario of today, occupied its present basin and much adjoining territory as well and had its outlet near Rome, New York. Lake Algonquin, a much larger lake, still took in most of the basins of Huron and Michigan, and covered considerable more land to boot, for the pressure of the great ice sheet just to the north had pushed the surface of the earth hereabouts much lower than before or after. A broad bay of this lake ran down from the northwest into what is now Lake Simcoe. Another bay ran east from near Bobcaygeon. This bay had a very irregular outline. It formed narrows between Kirkfield and Victoria Road, then expanded into a larger Balsam Lake and spread out into the Cameron Lake basin as well. Deep embayments ran up all the old preglacial river channels in north and south. Just south of Rosedale was an island two miles long. As the shore of Lake Algonquin lay just east of Bolsover, [illegible] and Uphill, this Bobcaygeon bay was thus about sixteen miles in length, [illegible] at Fenelon Falls.

Through it, for a long time, passed all the waters of this upper lake system, which at this period emptied down through the Kawartha Lakes into Rice Lake, then a bay of Lake Iroquois. The first fall was at Fenelon where this Algonquin River, a mile in width, roared down thirty feet (instead of the present twenty-three) into Sturgeon Lake. The hard rock lips and undercut banks of this great sluice may still be traced in the neighborhood. Sturgeon Lake was a little larger than at present, but very similar in shape. At Pleasant Point, the first slight rise on the road to Lindsay, just at the edge of the swamp behind the summer cottages, marks the older shore of the lake. Gravel beaches and bars have been located near all the shores of the present lake, in some cases more than a mile from the water. At Bobcaygeon came a second fall, this time of only six feet instead of the seven of today. The wide, strongly scoured, rock-floored channel grown up here and there with juniper is even clearer here than at Fenelon Falls.

Even at this late period, some 80,000 years ago, the mammoth, a huge woolly elephant with curved tusks ten feet long, trumpeted defiance through the subarctic spruce forests of Woodville and Coboconk, and herds of caribou ranged from Omemee to Kirkfield. Nor were human hunters lacking for such tremendous game, for along with their bones in the deep Iroquois beach deposits north of Toronto have been found the first weapons of Indians.

But change came gradually and inevitably. As the great ice barrier to the north melted away and removed its weight, this whole region tilted up towards the north so that Fenelon Falls, which was formerly lower than Sarnia, is now 260 feet above it. As a result, Lake Algonquin was poured back to the present Georgian Bay shore line and found a new lower outlet by way of St. Clair, Erie, and the Niagara River.

Strange, True Geological Wonders.

Men in these latter days seem to have lost their capacity for wonder. The unseeing eye was probably never as common as in these times of supposed enlightenment. Yet surely we can force a momentary thrill by remembering that Norland and Burnt River were once on the Pacific coast of a great Greenland continent, that the Scugog River once flowed south, that Lindsay was once buried under a mile of ice, and that the Niagara River at a former age foamed down through Fenelon Falls and Bobcaygeon.

Chapter VIII.

Annals of the Red Man

Scattered broadcast over our countryside lie the evidences of an earlier civilization than our own. The removal of primeval forest by the pioneers of last century laid bare the bones and potsherds of a vanished race and even yet the plough turns up their tools and weapons and furrows through earth that is blackened by the ashes of their village fires. A few of these traces belong to a people whose diminished descendants still linger on in forced off corners of our land, but by far the greater number must be ascribed to times much more remote and to tribes of somewhat different culture. For the aboriginal folk now with us did not enter these hunting grounds until the second quarter of the eighteenth century, while most of the village sites in Victoria County are surmounted by huge pine stumps whose age pushes back the antiquity of occupation to the fifteenth and sixteenth centuries.

Who These Ancient Villagers Were.

In identifying these ancient tribes we are not altogether left to guesswork, for the journals of the first white explorers in America, coupled with the diligent researches of modern archaeologists, have rescued their identity and culture from the twilight of speculation.

In 1498 the Cabots explored the Atlantic coast of America from Newfoundland to Cape Hatteras. In 1535 the French navigator Jacques Cartier first reached the St. Lawrence basin as far west as Montreal. At this time the northeastern part of North America was peopled by two great races of Indians. The Algonquins were spread throughout Indiana, Illinois, Michigan, Wisconsin, all eastern Canada except Southern Ontario, and all down the Atlantic coast. These included the Blackfeet, Cheyenne, Arapaho, Cree, Shawnee and Ojibway tribes and half a hundred others. It was these Algonquins who made life perilous for the English and Dutch settlers along the eastern seaboard. Lying like an island in the midst of these Algonquin peoples lay a second great race, inferior to them in numbers but superior in culture and social organization. This was the Iroquoian or Huron-Iroquois race who occupied modern Ohio, Pennsylvania and New York, and that part of Ontario lying north of the granite highlands. This race included the Cherokees, Susquehannas, Eries, Neutrals, Tobacco Nation, Hurons and the Iroquois Confederacy of Mohawks, Oneidas, Onondagas, Senecas and Cayugas.

The orthodox theory of modern archaeologists assigns to the whole Iroquoian race an original source in a limited area centred about the

mouth of the Ohio River. Here they evolved their typical civilization, dwelling in stockaded villages, tilling the soil, and developing an advanced societal organization. To the north, in central Ohio, lived the mysterious Mound builders whose monumental works still persist to mystify a later generation. Beyond the Mound builders, lay a host of Algonquin tribes. About the 13th century the Iroquoians entered on one of those wholesale migrations which occur so often in the history of primitive man. The Mound builders felt the first edge of their aggression and were exterminated except for a few who were absorbed or driven northward into Ontario. Their presence here is attested by the famous Otonabee serpent mound on the north shore of Rice Lake and perhaps by two small mound graves on the south shore of Ghost Island, Balsam Lake. The stream of Iroquoian migration now split up into two main movements. The Iroquois pushed eastward into the State of New York and settled there. The Hurons, the Tobacco Nation and the Neutrals crossed into Ontario and drove out the Mound builder refugees and their Algonquin patrons. The Hurons, apparently, pressed on down the St. Lawrence valley to Montreal, where in 1535 Cartier found their villages and conferred with their chiefs.

This was the time at which Victoria County supported its largest Indian population. Below the sterile granite wilderness of Dalton and Longford on the north and the morainic hills of Durham on the south lay country well suited to a Huron civilization. The soil favored their slender crops. Lakes and rivers gave them fish and convenient trade routes. The forests in all directions swarmed with game. Every natural factor invited occupation and today some fifty-five Huron village sites have been located throughout the county.

Doubt is sometimes cast on the identity of these Huron tribes, and some recent writers refer to them as Algonquins. Their pottery, it seems, is not of the pure Huron type but is rather a blending of Huron and Algonquin art. The ash-beds, too, seldom indicate the long houses popularly associated with Huron settlements. However Champlain, who passed through the Kawartha Lakes in 1615 and found Victoria County deserted, was told by his Huron allies that they themselves had occupied this territory and had only recently withdrawn to the district west of Lake Simcoe in order to consolidate their position against their Iroquois enemies. This account is corroborated by the reports of the Jesuits who labored among the Hurons from 1633 to 1650. These creditable witnesses assert in their Journal for 1639 that the Rock tribe and Deer tribe of the Hurons had as late as 1590 and 1610 respectively shifted west from Victoria County and amalgamated with the tribes in Simcoe County. This testimony should certainly be final. The differences in pottery designs probably denote extensive intermarriage with Algonquin tribes to the north. This becomes doubly probable when we remember that the Indian women, and not the men, made all pottery. As for the shape of their buildings, it is a mistake to insist on long houses in Huron villages. The long house was the exception, found chiefly in large, compact towns, while the Jesuits testify that the typical Huron house was square, both the length and breadth being about thirty feet.

Camp Sites in Victoria County

The diligent research work of Colonel George E. Laidlaw of Victoria Road has made it possible to set forth a list of fifty-five of these Huron villages. The outstanding difference between these sites and some fifteen others of more recent times lies in the relative scarcity of flints (thus indicating an agricultural life) in the complete absence of iron weapons and other signs of contact with Europeans, and in the great age of the trees which overlay them when first cleared by modern pioneers. Many of these sites are now almost obliterated through long years of cultivation and can only be distinguished by the blackness of the soil in which their ashes are mingled.

The townships of Emily, Ops and Mariposa show no trace of Huron occupation. Whether this absence was actual or whether the present occupants of the soil have failed to report any camp sites to Colonel Laidlaw is uncertain.

For the rest of the county the record stands as follows:

VERULAM TOWNSHIP.—(1) Lot [illegible], Con. [illegible]. R. Mitchell, owner. This is a large site and overlaps upon adjacent lots.

(2) East one-half Lot 2[illegible], Con. [illegible]. E. Pogue, owner.

FENELON TOWNSHIP.—(1) Lot 1, Con. 3, on low ground about [illegible] yards south of McLaren's Creek and half a mile west of the Fenelon Road. Messrs. D. Brown and Weldon, owners.

(2) Lot [illegible], Con. 2, on a level bank on the north side of a spring. This is at Cambray village about three miles from Site No. 1. Owner, Wm. Sinclair.

(3) North one-half Lot [illegible], Con. 1. A small village site on a point of land jutting west into Goose Lake. Owner, G. R. B. Coates.

(4) Lot 10, Con. 1, east of Goose Lake. Owner, Thos. Douglass.

(5) Lot 12, Con. 1, on the top of a high bank nearly a mile northeast of Goose Lake. This was a large village and has furnished many relics. Owner, Neil Clarke.

(6) East part Lot [illegible]1, Con. 1. Alex. McKenzie, owner.

(7) East part southwest one-half Lot 2[illegible], Con. 1. [illegible] F. McKenzie, owner.

(8) Lot 23, Con. 1. D. Brown, owner.

(9) West one-half Lot 2[illegible], Con. 2. Alex. Jamieson, owner. On this site occurs a strange semicircular embankment, twelve feet wide and two hundred and twenty feet long. The camp lay between this embankment and a small stream about eighty yards to the east. Pioneer legends state this earthwork was thrown up by French traders who came in from Beaverton and were wiped out here by Indian enemies. However, immense pine stumps are found on top of the embankment and definitely put its age back four centuries to a period antedating the discovery of America by Europeans. Its position, dominated by high sandy knolls to the west, even makes defence a dubious explanation for its construction. Another suggestion hints at its use in connection with game-drives, but for this its erection would be unnecessarily laborious. Perhaps it was built as a totem mound by descendants of the fugitive Mound-builders or by an Iroquoian tribe

which had absorbed some of their customs.

(10). Birch Point, Balsam Lake being broken front 26, Con. 1, Dugald Sinclair, owner.

(11) Perrington's, Long Point, Balsam Lake, on a hill between West Bay and South Bay.

(12). West part Lot 26, Con. 4, Archibald McArthur, owner.

(13). Lots 14 and 15, Con. 5.

(14). Strowd's, Lot 18, Con. 6.

(15) Lot 23, Con. 5 Small camp on knoll. Owner W. F. Smitheram.

(16). Lot 10, Con. 10. Sturgeon Point, on rising ground a few yards west of the township line.

ELDON TOWNSHIP.—(1) Lot 12, Con. 10, W. Thornbury owner. Five miles north of Goose Lake.

(2). East half Lot 20, Con. 4 D. McArthur, owner.

(3). Lot 22, Con. 6. Large site on high north bank of Grass River. Owner Mr. Truman.

(4) Lot 23, Con. 3, W. J. Stanley, owner. A very compact site at the north foot of Logan's Hill and just south of Butternut Creek.

(5) Lot 41, South Portage Road. Owner, Mr Brace.

(6) Lots 44 and 46, South Portage Road. Semicircular site on high ground on the south side of the range of hills that lie to the south and east of Kirkfield. Owner, Mr. Macdonald.

(7) South end, Lot 53, South Portage Road. A mile south of Grass River, on the north side of a hill. Owner Wm. Fry.

(8) Lot 54, North Portage Road, Moses Mitchell, owner. Site on a point on the south shore of Mitchell's Lake.

(9). North end, Lot 58 North Portage Road. Small fishing camp near former exit of Grass River from Mitchell's Lake.

BEXLEY TOWNSHIP.—(1). Lot 1 North Portage Road, Summerfield Hill.

(2) [illegible] Point Lot 2 Northwest Bay Balsam Lake.

(3) Head of Portage Balsam Lake Block E.

(4) Barrach's Block E Balsam Lake.

(5) West side of Indian Point Balsam Lake about three-quarters of a mile from the end. Owner J. H. Carnegie.

(6) West one-half Lots 5 and 6, Con. 3 Mr [illegible] owner.

(7) Lot 11 Con. 2 H. Southern owner. Site on crest of small tongue of land running into a swamp.

(8) Lot 5 Con. 3 McKague owner. Site on bend of Perch Creek.

(9) Lot 5 Con. 5 Carhair's Hill. Large village strategically placed commanding the divide between Raven Lake and Balsam Lake.

(10) Smith's, Lot 15 Gull River Range.

SOMERVILLE TOWNSHIP.—(1) Lots 58 and 57 Front Range, E. Ramsey owner. Site on rising ground half a mile east of Big Mud Turtle Lake.

(2) Lot 55 Front Range, a quarter of a mile from the previous site but on the opposite side of a valley. Owner Mr. Wallace.

(3) Lots 69, 70 and 71 Front Range. Edward Lee, owner. On a flat 200-yard ledge, fifty feet above the east shore of Big Mud Turtle

Lake.

LAXTON TOWNSHIP.—(1) East half Lots 8 and 9 Con 8 on the south side of Beech Lake.

(2) Lots 11 and 12 Con 8 Mrs Staples and G. Winterbourn owners. This village is about 400 yards from the northern edge of the limestone territory which ends here in an abrupt escarpment.

(3) Lot 12 Con 7 David Hilton owner. This site is about 240 rods northwest of the previous one, and 60 rods east of Head Lake. The same locality was occupied for a second time at a comparatively recent date. All three of the Laxton sites are on the portage trail from Gull River to Head Lake.

DIGBY TOWNSHIP.—Lot 26 Con 3 F Bell owner. This is on the Head River two miles below Head Lake and is on the same canoe route as the Laxton villages.

CARDEN TOWNSHIP.—(1) Lot 6 Con. 10, Patrick Duggan owner. On high gravelly hill.

(2) Lot 6 Con. 6 F Whalen owner.

(3) Lot 18 Con. 4 John Chrysler owner. This village covered five or six acres in a valley on the east side of Lower Mud Lake.

4. Lot 21 Con 4 close to Lower Mud Lake. Owner Mr Boyle.

Thorough search by Col Laidlaw has failed to reveal any village sites in the granitic regions of Digby Dalton and Longford. Villages on Lot 3 Con 11 and Lot 1 Con 13 Mara Township are within a mile or two of Lower Mud Lake and were probably closely related to sites Nos. 3 and 4 in Carden.

In addition to the numerous settlements just detailed there have been listed some forty eight different localities throughout Victoria County in which Indian relics have been found but in which no ash beds, the only sure proof of a camp-site, have been located.

It is instructive to note that nearly all these villages were built at some distance from the main lakes and watercourses. The Huron civilization was based on agriculture and was drawn inland by the more favorable soil found there. The menace of roving enemies always overshadowed them and to rear a conspicuous or unsheltered camp was to court destruction. For this reason, too, their homes were hidden in some wooded glen and fenced about with a natural barrier of marsh or hill. Only an occasional fishing camp ventured out upon the shore. It was an age of chronic insecurity. Eternal vigilance was the price of existence. Any hour of the day or night might bring the onslaught of a legion of screaming devils.

Strange Works and Stranger Ways.

The life of these tribes their homes, food clothes, tools and weapons, their domestic customs, their manner of marriage, warfare and burial are all strange to the conceptions of our time. Luckily the Jesuits, who lived among the Hurons at a slightly later period have given us a full and graphic account of their works and ways, an account whose completeness and reliability renders almost superfluous the abundant corroboration of modern archaeological research.

The typical Huron house consisted of a scaffolding of saplings,

about thirty feet in length, breadth and height, and covered over with sheets of bark. Doors opened at opposite ends, and on entering one saw a single room with broad shelves four feet from the ground, running along the wall on either hand, as in a large sleeping car. Fires were built on the earthen floor down the centre of the room and the smoke filtered out through a hole in the roof. At night such a Huron lodge would be like a glimpse of hell, a chaos of fire and smoke, with dark, naked bodies strewn around amid a bedlam of shrieking children and snarling dogs. In some of the larger villages a house was sometimes extended to many times its normal length and here the infernal confusion was even worse confounded. From twenty to one hundred families would be mingled together in a welter of noisy lawlessness, in which privacy, restraint and decency were inconceivable.

Their staple food was Indian corn without salt, prepared in a variety of unpleasant forms. Dog-flesh was highly prized and easily obtained, while the more expensive venison and bear-meat were reserved for times of special feasting. Human flesh was also devoured whenever they were fortunate enough to capture some of their enemies. There was always a prelude of torture, after which the bodies were divided and boiled in kettles. On a single occasion in 1639 one hundred Iroquois prisoners were added to the Huron dietary. The Jesuit missionaries at St. Joseph, twelve miles west of Orillia, were repeatedly urged to join in the feast and their hosts even threw a cooked portion in through their chapel door.

Agriculture was the foundation of the Huron system of society, yet their methods were very primitive. The bush was cleared by alternate burnings and choppings around the base of each individual tree. The charred stumps were left in place and the squaws scratched the ground between them with hoes of wood and bone. The crop consisted of corn, beans, pumpkins, tobacco, hemp and sunflowers. The sunflowers were used only for the purpose of securing hair-oil from their seeds. This hair-oil constituted the complete summer costume of one of the Grey County tribes.

The general dress of the Hurons was, however, more adequate and was formed of skins, cured with smoke. The men's summer retrenched to moccasins and a breech-clout, but the women were commended by the Jesuits for the modesty of their attire. Girls at dances were the only notorious exceptions. In winter, the warriors donned tunics and leggings of skin, and on occasions of ceremony wrapped themselves in robes of beaver or otter fur, embroidered with porcupine quills.

Huron women lived most unlovely lives. A youth of wantonness passed quickly into an old age of drudgery. Romantic love and courtship, occasionally ascribed to these people by irresponsible sentimentalists in our own day, were smothered out in the hot absolute shamelessness of the crowded lodge. Marriage was usually temporary and experimental, and consisted in a girl's acceptance of a gift of wampum. Divorce could be secured at the whim of either party, and as the gifts were never returned, attractive and enterprising girls often amassed a great store of wampum. Before passing final judgment at such customs, we would do well to remember that equal licentiousness exists in the modern State of California, where the nominally civilized white population have long recorded two divorces in every five marriages.

Once a mother and established as a permanent wife the Huron woman became a household drudge, sowing maize, tilling the charred earth, harvesting, collecting firewood, smoking fish, curing skins and making clothing. All pottery was of her manufacture. For this she would take suitable clay and knead it thoroughly with her hands and feet, adding betimes some such tempering material as pulverized shells, quartz or mica. The resultant paste would then be rolled out into long snake-like strips and these carefully coiled up into the form of a pot. As the vessel took shape it was continually smoothed and fashioned inside and out by the bare hand moistened with water. The finished product was a globular urn with a constricted neck and a decorated collar. For its final hardening it was dried and then baked in coals from the fire.

The men's manufactures included their homes, their tools and weapons of flint, their pipes and their birch bark canoes. The fashioning of flint was a quick and simple process. The fragments of stone were first secured by lighting a fire on the bed rock and then throwing cold water on the heated surface. Then from the hollow shaft of a goose-quill would be made an instrument like a medicine-dropper or a fountain-pen filler and to its upper end was lashed an animal's bladder filled with cold water. The prospective tomahawk or spearhead was next heated in the fire and held between two sticks while the flint-worker touched it here and there with the cold, moist quill-tip and splintered off the flakes of rock with great skill and greater rapidity. Some writers have in the past claimed that the cold flint was shaped with a small chisel of bone, but Indians themselves have assured me that the "heat and water method" was the only genuine as well as the only practicable system in existence. Five flint workshops have been located in Victoria County as follows:—(1) On the southwest corner of Ghost Island, Balsam Lake. (2) On Lot 5 South Portage Road, Bexley, on a flat bank near Grass River. (3) On Block C, Bexley, on the shore of Balsam Lake near the Trent Canal entrance. (4) On the west and south shores of Bobcaygeon Island. (5) On Lot 5 Con. 1 Fenelon.

Another product of masculine ingenuity was the wampum. This was a mysterious fabric of white and purple beads made from the inner parts of certain sea-shells from the Gulf of Mexico. Wampum was used for necklaces, collars and bracelets by girls at dances. It also served as currency and for the confirmation of treaties. The tribal records were likewise kept in strings of wampum, and in such cases beads of different colors and sizes were taken to represent certain syllables, thus making the wampum the equivalent of a written language. Certain men in each tribe were trained to an understanding of this mnemonic system and even today a few individuals remain who can read the wampums.

In summer and autumn the men would engage in their more serious employment, fishing from their birch canoes with bone hooks or

hempen nets, hunting for deer, trading wampum and corn for the fish and furs of their nomad Algonquin neighbors on the north, or risking their lives on some far-off foray into the territory of their enemies. But before the New Year all would be gathered in their villages for the winter season of idleness. Gambling, smoking, feasting and dancing now took up their time. Their gambling was a primitive "crap" game played with plum-stones or wooden lozenges or even with dice of pottery. No limits existed in their reckless betting, and a man often staked and lost his weapons, his clothes and his wife. Feasting was entered upon almost as desperately and a Huron host would frequently sink all his substance in providing one superlative banquet to the entire village.

One of the most remarkable customs of the Hurons was their Feast of the Dead, held every twelve years. As individuals died from time to time their bodies were either buried in the earth in a crouching posture or wrapped on a scaffold in a tree. These obsequies were, however, only temporary, and at intervals of twelve years all the corpses of the tribe were brought together and buried in one large circular pit. The Jesuit Fathers were eye-witnesses of one of these ghastly celebrations and have left us their report. Each village first exhumed its dead and carefully scraped the bones of all except the most recent corpses. These hideous relics were then suspended from the rafters of houses while mourners held a funeral feast beneath them. They then set out for the central burying-place of the tribe, marching along the forest paths with their cadavers and bundles of bones on their shoulders. When all the villages had assembled, funeral games were held and orations made by the chiefs. Then all complete corpses were carefully ranged around the bottom of the pit and the loose bones thrown in pell-mell on top amid indescribable clamour and lamentation. Finally logs, earth and stones were thrown on top and the unearthly shrieking subsided into a despairing chant.

Four of these ossuaries have been located within a sixteen mile radius of Lindsay as follows:—(1) On the west half of Lot 14, Concession 1, Fenelon, on the top of a sandy hill about a quarter of a mile east of Goose Lake. This was first opened in the 'seventies by the late Dr. Hart of Cannington, the late A. E. Coates of Cambray, and his son Mr. G. R. B. Coates. (2) On Lot 22, Concession 8, Verulam, owned by Mr. R. C. Devitt. This pit, however, is likely to contain the Indians slain in battle in comparatively recent times, for iron tomahawks were found with it and tradition tells of a nearby conflict in Mississauga times. (3) On Lot 3, Concession 11, Manvers, two miles from Scugog Lake in a line due east from Washburn's Island. This lot is on Mr. Thos. Syer's farm. The ossuary was opened about thirty years ago and contained several hundred skeletons. (4) Five miles east of the Syer ossuary on Lot 18, Concession 8, Manvers, owned by Mr. R. Fallis. This burial pit is on a high, gravelly hill and was grown over with trees from three to four centuries in age. It was first investigated in the early forties by Mr. Thos. Graham and Mr. Peter Preston. General Sir Sam Hughes also excavated here in 1871. The contents of the pit were estimated at one thousand skeletons. Both this ossuary and the one on the Syer farm are indubitable specimens of the Huron period.

Such were the customs and manners of the Hurons when the French first found them in Simcoe County in 1615 and such, undoubtedly, had been the customs and manners of those living in Victoria County a few years before.

But Victoria was soon to be depopulated. The Iroquois Confederacy in New York State was developing such societal concentration and warlike ferocity as to menace the existence of all its neighbors. In 1535 according to Lescarbot a war-party of Iroquois wiped away all tribes from the St. Lawrence Valley. This great danger doubtless forced the retirement of the Rock and Deer Hurons to the west of Lake Simcoe as well as the development there of the large palisaded towns so common in Simcoe County but apparently so rare in the more peaceful era when Victoria County was occupied.

The First White Man in Victoria.

The first white man in Victoria county was a Frenchman. In 1615 Samuel de Champlain, the great explorer, went up the Ottawa River by canoe with two French companions and ten Huron Indians. He crossed through Lake Nipissing, skirted the east shore of Georgian Bay and finally reached the Huron country in the County of Simcoe. Here he undertook to join a party of 2500 warriors on an expedition into the heart of the Iroquois country. The flotilla of war canoes left the shores of Lake Couchiching on September 10, 1615. Champlain in his Journal makes brief mention of the territory through which they passed:

We continued our journey towards the enemy and went some five or six leagues through these lakes (Couchiching and Simcoe.) Then the savages carried their canoes about ten leagues by land and we came to another lake six to seven leagues in length and three in breadth. From this lake flows a river (the Trent system) which discharges into the great lake of the Entouhonorons (Ontario). After traversing this lake we passed a fall and continuing on our course down this river for about sixty-four leagues entered the lake of the Entouhonorons. On our way we portaged around five falls, in some cases for four or five leagues. We also passed through several large lakes on the river system. The river itself is large and abounds in good fish. All this region is certainly very fine and pleasant. Along the banks it seems as if the trees had been set out for ornament in most places and it seems that all these tracts were in former times inhabited by the savages who were subsequently compelled to abandon them from fear of their enemies.

In spite of the mistiness of this description and Champlain's notorious errors in estimating distances we should have little difficulty in tracing his course across the county. He would skirt the east shore of Lake Simcoe as far as the Talbot River and here, on the south bank on Lot 12, Concession 9, Thorah Township, step ashore at a spot still known traditionally as "Champlain's Landing." He would cross by the ancient trail now Portage Road to Balsam Lake. Before dams and locks were built at Rosedale there was little difference in level between Balsam and Cameron lakes and Champlain would probably get the impression that they were one long body of water,—hence the dimensions which he gives. He could not, however, fail to notice Fenelon Falls, then not the meek, domesticated sluice-way of today but a single cataract eighty feet wide forming here twenty-three feet into a rocky gorge, and we are not surprised to find it mentioned in his narrative. Further details of his trip must be left to speculation. We do know that for centuries the Indians portaged direct from Bridgenorth on Chemung Lake to Peterboro, a distance of six miles, thus saving a fifty-mile detour through Deer Bay and Clear Lake, and a spot on the high sandy shore near Bridgenorth is known traditionally as Champlain's Rest.

The great Frenchman passed back through this territory once again. The expedition against the Iroquois was a failure. Champlain himself was wounded. His Huron allies refused to lend him a canoe in which to descend the St. Lawrence to Quebec, and he was compelled to pass the winter with them. The return trip to Simcoe County was a trying ordeal. The war party waited on a lake north of Kingston till December the 4th, when the lakes froze solid, and then started for home on snowshoes. Mid-December saw Champlain and his twenty-five hundred warriors swarming in a dark rabble across the snowy surface of Sturgeon, Cameron and Balsam Lakes. They reached their goal two days before Christmas. Some authorities have assumed that the long temporary camp of the party was at Bridgenorth, but there is nothing in Champlain's narrative to suggest this. Besides, Bridgenorth is less than eighty miles from the Huron country by the most circuitous route, and it is hardly conceivable that the picked men of the nation, eager to reach the warmth and comfort of their villages, would take nineteen days (at a speed of four miles a day) to cover this distance on snowshoes.

The Downfall of the Hurons.

The warfare between the Iroquois and the Hurons, in which Champlain's expedition of 1615 was only an incident, came to a sudden end in the middle of the century. In 1649, while Charles the First was being executed in England, the Iroquois determined to close in on Simcoe County with their entire force. The chief Huron towns were stormed. The inhabitants were butchered or taken captive. Three of the Jesuit Fathers, Daniel, Brebeuf and Lalemant, suffered martyrdom. A remnant of the doomed nation fled for the winter to islands in Georgian Bay, there to waste away with starvation. With the return of the Iroquois in the spring of 1650 a little handful of Hurons paddled with the surviving Jesuits by the Ottawa route to Quebec. Others fled far to the north and west of Lake Huron. Today their only representatives are a few hundred half breeds in Oklahoma and at Lorette, near Quebec. The Iroquois campaigns of 1649-50 practically exterminated the Huron race.

For nearly a century the Iroquois roamed unhindered over the deserted country of the Hurons. They planted villages on the shores of Rice Lake and the Otonabee River and tilled the soil there. There

is a tradition of a Mohawk camp in Oak Orchard, Sturgeon Point, but its authenticity is uncertain and the relics found there may belong to the earlier Huron period.

The Coming of the Mississagas.

Retribution, though long delayed, overtook the Iroquois at last. The avengers of the Huron nation were the Mississagas, an Algonquin tribe from near Sault Ste Marie, who trace their lineage back to the Shawnees of Kentucky. Early in the 18th century hunting parties of the Mississagas started drifting down over central and western Ontario. Here they were set upon and massacred by the Iroquois. The outcome was a Mississaga council of war in 1740 and the launching of a great punitive expedition against the enemy. The story of that grand foray as handed down in Mississaga tradition makes stirring reading. The conflict opened with the annihilation of a Mohawk force on the Island of Skulls in Georgian Bay. In Victoria County the Iroquois resistance stiffened, and eight swift bloody battles had to be won before the Mississagas could slash their way through to the east. Near Coboconk on Lot 13 and in Gull River Range one may still see the pile from which beleaguered Mohawks fought to the death. Another party was wiped out on a small island off Indian Point, Balsam Lake, and just west of the modern steamboat channel. A band of Iroquois were ambushed in the valley of Green Lake north of Cambray and slaughtered there. Other parties clashed at Sturgeon Point and Ball Point, and some, who retreated up the Scugog past Lindsay, made their last stand at Caesarea, on the east shore of Scugog Lake and at Washburn's Island. At the latter place the warriors fought in the shallows up to their waists in water and for long years afterwards the waves kept washing human bones up on the beach. Still another party was cut down on Lot 33, Concession 7, Verulam, about five miles north-northwest of Bobcaygeon. Then the exultant Mississagas swarmed eastward down the Trent system.

But the warlike Iroquois were not yet wholly discomfited. They [illegible] and then fell back on their Rice Lake encampments. Here, from the mouth of the Otonabee six miles east to Roach's Point, ensued one of the bitterest and most sanguinary struggles in the history of Indian warfare. It was no surprise attack but a pitched battle fought by [illegible] checked the Mississaga rush for a moment at Cemetery Point, Peter- land and by water and contested every foot of the way with amazing ferocity and determination. Over a thousand Iroquois had died fighting before their party broke and fled. There was a brief rally at Cameron's Point, near the foot of the lake, but the struggle was really over and the Mohawks were soon in full retreat towards Lake Ontario with the Mississagas in pursuit. Nor was this the end of this stirring campaign, for the Mississaga expedition actually crossed into New York State, besieged the Iroquois in their villages there, and enforced a treaty by which the Mississagas were admitted as an additional tribe in the Iroquois Confederacy.

The Days of Mississaga Settlement.

A general migration from their northern home into the land thus slaughter of Mohawks, was the immediate result of this season of Mississauga warfare. From 1746 to 1750 they fought with the Iroquois against the French but suffered reverses and withdrew from the Confederacy. However they continued to occupy Southern Ontario. Victoria County, for the first time in 100 years, was again dotted with villages, though not so thickly as in Huron times.

Fifteen of these Mississauga villages in or adjacent to the County have been listed as follows:—(1) West half lots 5 and 6 Concession 6 Ops near Stony Creek (or East Cross Creek) Owner Mr Carlin

(2) Lot 30 Con 9 Ops at the mouth of West Cross Creek Owner Jas. Roach

(3) On the shore of Scugog Lake just south of Port Perry

(4) On Lot 5 Con 11 Verulam site of Killaby owner This is a sandy site about fifty rods from Pigeon Lake

(5) At Pleasant Point, Sturgeon Lake

(6) On the site of the Presbyterian manse Cambray village

(7) On the west part of Lot 26 Con. 4 Fenelon Mr Archibald McArthur owner This village was on a terrace bounding the shore of South Bay Balsam Lake

(8) Lot 29 Con 3 Fenelon on east shore of Long Point, just across South Bay from the previous site Owner Mr F Staples

(9) Lot 21 Con 6 Eldon, Donald Fraser owner

(10) Southeast corner Indian Point Balsam Lake Owner Mr J M Carnegie.

(11) Lots 19 and 20 Gull River Range Bexley near Coboconk. Owner Mr J Moore

(12) Lot 64 Con 6 Somerville J Ead owner

(13) East half Lot 1 Con 2 Laxton Wm Campbell owner This is on a flat on the south shore of Bass Lake

(14) Lot 12 Con 7 Laxton David Hilton owner

(15) Lot 13 Con. 4 Carden J Chrysler owner This is on the east side of Lower Mud Lake

The Mississaugas were a tall race characterized by fine physique and a heavy prominent nose. They probably equalled the Iroquois in bravery and strength but lacked their solidity of character and capacity for organization. Their prowess in war needs no vindication, but they never established a strong concentrated civilization after the manner of the Iroquois and the Hurons. They depended far more on hunting and fishing than on agriculture, and so lived in small scattered groups throughout their domain. Their homes were not the rectangular bark lodges of Iroquoian peoples but round wigwams built by planting poles in a circle, tying their tops together and fastening birch bark or grass mats around the outside as walls.

From this period dates a "deer fence" which was found in pioneer days, running east from Goose Lake near Cambray to Sturgeon Lake, five miles away. This fence was made by felling trees in a long row and piling brush along them. Gaps were left at intervals, and here hunters would take their places while beaters drove the deer along the fence. The frightened animals would pass through the gaps and there be shot down at a point blank range that made arrows fatal.

From this era too dates the legend of Manita. In the version told ms by Johnson Paudash, son of the Mississauga Chief at the Nanabaxher Reserve, Rice Lake. Menito or Nomeer ('light of love') was the daughter of a great Mississauga chief who lived at Pleasant Point, Sturgeon Lake. Ogemah, an Iroquois chief, paddled along from his own country to ask for her in marriage, but was murdered by a jealous Mississauga brave. About 1885 a poem on this theme was published in Lindsay by the late Mr. William McDonnell. This poem is a pretty little idyll, but as a portrayal of Indian psychology it is hopelessly sentimental and therefore unbelievable. It also substitutes Huron for Mississauga, Sturgeon Point for Pleasant Point, and brings Ogemah on the scene by way of Lindsay, the wrong direction entirely.

Mr. Paudash also assured me that the war paint used by Indians was for the purpose of camouflage in the forest. This device would therefore antedate the Great War by several centuries. The Indians also had a system of signalling with the arms much like the 'semaphore' system, but each position of the arms represented a syllable and not a letter. They also signalled by passing a [illegible] in front of a fire-light in a fashion that foreshadowed the heliograph.

The Surrender of the Soil.

In 1763, by the Peace of Paris, France relinquished to England all claim on Canada. In the same year the English issued a proclamation conceding to the Indians the right of occupancy over their old hunting-grounds and their claim to compensation for its surrender.

In accordance with this policy the English government treated for and obtained in 1784 a formal cession of the tier of townships now fronting on Lake Ontario from Toronto east to Trenton. This satisfied the land hunger of Anglo-Saxon colonists for more than three decades, but its area was not permanently adequate. At last, on November 5, 1818, the chiefs of the six Mississauga tribes, Buckquaquet of the Eagles, Pishikinse of the Reindeer, Paudash of the Cranes, Cahgahkishinse of the Pike, Cahgagewin of the Snakes and Pininse of the White Oaks, were summoned to Port Hope. There they sold to the Crown a great block of land comprising the modern counties of Peterborough and Victoria, and twenty-eight adjoining townships or parts of townships in Hastings, Northumberland, Durham, Ontario, Muskoka and Haliburton. For this tract, comprising well over two million acres, the purchase price was set at £740 in goods to be delivered yearly forever to the Mississauga tribes of the district. After this contract had been signed, however, the Deputy Superintendent General of Indian Affairs added a strange postscript announcing that the government proposed to issue only ten dollars in goods annually to each man, woman and child alive at the time of the sale. This payment would cease with their death, and individuals born after November 5, 1818 would receive nothing. Thus by a stroke of chicanery fifty-seven Ontario townships passed to the white man for a brief dole of merchandise. (See "Indian Treaties and Surrenders," Vol. I, page 48, published by the King's Printer, Ottawa.)

The history of the Mississagas since contact with the white man has been a slow tragedy. Originally numbering several thousands they were so debauched by the white man's whiskey and so ravaged by the white man's diseases that only a few hundred were left by the second quarter of last century. They presented a constant problem to the government, for their unprofitable occupation of good land aroused much covetousness while their frank and trustful natures made them an easy prey to a swarm of swindlers. Certain small reservations of land were at last bought or set aside for them by the Crown. Here they still live. They have adopted the Christian religion and a measure of Anglo-Saxon civilization but their old traditions and instincts die hard. In 1911 the Mississagas totalled 831 and were located in reserves on Rice Lake, Mud Lake, Scugog Lake and the Credit River. Victoria County, once part of their wild domain, has passed almost completely into other hands.

Chapter IX.

Kawartha Navigation

Extending across Central Southern Ontario from the Bay of Quinte to Georgian Bay is a chain of lakes and rivers by which the Indian aborigines had from time immemorial transnavigated the province. Where this great canoe route crosses Victoria County its waters are known as the Kawartha Lake system.

The history of navigation on this system is as old as human occupation. While the Indians, however, were able to portage their craft over watersheds and around falls and rapids, the heavier draught boats gradually developed by white men made necessary a system of locks and canals. The record of navigation on the Kawartha lakes is therefore bound up intimately with the canalization of the water route. The canal system known today as the Trent Valley Canal has been under construction for 83 years and is not yet finished.

The first suggestion that such work be undertaken was made in 1827 when a petition signed by a Mr. Stewart and others was presented to the Legislature of Upper Canada. A committee was appointed by the Lower House to consider the proposal and reported that it was "exceedingly desirable and important that those waters which constitute the chain of lakes and rivers which run in a south easterly direction from Lake Simcoe and which empty into the Bay of Quinte by the River Trent should be examined and surveyed by competent persons with a view to ascertaining how far they might be rendered navigable and the probable cost of rendering same."

Nothing was done, however, until February 1833. An Act was then passed appointing Commissioners to "receive plans and execute works necessary to the improvement of inland waters of the Newcastle District, commencing at the mouth of the Otonabee which discharges into Rice Lake and extending to Lake Scugog." For this purpose the Commissioners were authorized to raise £2000 ($8000) on the security of tolls.

The Commission at once proceeded to let a contract to Messrs. Pearse, Dumble and Heal for a short canal and lock at Bobcaygeon. The lock was to be of wood, 110 1-2 feet long by 28 feet wide, with 7 1-4 feet of water on the sills at high water and 4 3-4 feet at low water. The canal was to be 373 feet long. This work was to connect the navigation of Chemong, Buckhorn and Pigeon lakes with Sturgeon Lake and the Scugog River as far as Purdy's Mills, now Lindsay.

The work at Bobcaygeon was begun in 1833 and completed in 1835. The contract price was £1504 and the contractors did extra work to the value of £54. From the Commissioners however they actually received only £1114, because of pecuniary embarrassment which had overtaken one of the Commissioners, who had been entrusted by the rest with making disbursements. In the end the Legislature had to make good a balance of £764.

A Season of Surveys.

Meanwhile several general surveys were under way. It seems understood that the small wooden lock at Bobcaygeon was only a temporary expedient and that the government was planning works on a larger scale, with stone locks, extending from the Bay of Quinte to Georgian Bay.

In 1833 the Lieutenant-Governor instructed Mr. N. H. Baird to survey the section from the mouth of the Trent to Rice Lake and to estimate the cost of making it navigable for vessels drawing five feet of water. All locks were to be 134 feet long by 33 feet wide. Mr. Baird reported that in the 51 miles from Trenton to Rice Lake there were five main impediments to navigation:—(1) at Nine-mile Rapids, (2) at Chisholm's Rapids, (3) at the rapids between Percy Landing and Crow Bay, (4) at Healey's Falls, and (5) at Crook's Rapids. To eliminate these obstacles he prescribed 27 stone locks, 18 dams and 4 3-4 miles of side-cuts, all at an estimated cost of £334,847 4s. 11 1/2d.

In 1834 a charter was granted to a private company to build a canal from Port Hope, on Lake Ontario, to Rice Lake. The authorized capital of the company was £50,000. Surveys were made. The distance of the only feasible route from Orton's Creek, Rice Lake, to the pier at Port Hope, following the curves of the ravines, was 14 miles. The estimates of the engineer, Robert A. Maloney, M.L.C., M.E., on a canal 22 feet wide and 4 feet in depth, with locks 74 feet by 14 feet, was £141,434 0s. 8d. Of this sum £80,000 was to cover unexpected excavation on the summit ridge near Rice Lake. The company did nothing within the seven-year limit set by the government and the charter lapsed in 1841.

In April 1835 Sir John Colborne, then Lieutenant-Governor, instructed N. H. Baird to survey the second section of the main transprovincial canal from Rice Lake to Lake Simcoe. His report divided this unit into five sub-sections as follows:—(1) Rice Lake to Peterborough, 24 miles, with a rise of 4 1-2 feet, requiring 2 dams and 1 lock; (4) Peterborough to Clear Lake, 14 miles, with a rise of 147 1-2 feet, requiring 4 dams and 14 locks; (3) Clear Lake to Bobcaygeon, 21 miles, with a rise of 32 1-2 feet, requiring 2 dams and 3 locks; (4) Bobcaygeon to Balsam Lake, 44 miles, with a rise of 34 feet, requiring 2 dams and 5 locks, and (5) Balsam Lake to Lake Simcoe, 14 1-2 miles, with a fall of 112 1-2 feet, requiring 12 locks. The distance of the whole section from Rice Lake to Lake Simnce was thus approximately 110 miles. The estimated cost of construction including standard stone locks, 134 feet by 33 feet, was £262,067 10s. 6d. Halifax currency or $1,048,271.27

In 1837 still another survey was undertaken. It had been suggested that a much shorter route than that already mapped out might be had by running a canal from Lake Simcoe to Scugog Lake and from Scugog Lake south to Lake Ontario. A civil engineer named Killaly was instructed to examine the physiography of the region. He ran a line from Port Darlington on Lake Ontario up Barber's Creek past Bowmanville and north to Scugog Lake, and found that the summit of the morainic ridge which intervenes between the two bodies of water was at its lowest point 310 feet above Scugog Lake. Lack of water on these higher levels made the use of locks impracticable and wholesale excavation rivalling the Culebra Cut was considered out of the question. This route was therefore abandoned.

No further surveys were made for some time for the new administration which took over after the Act of Union of 1841 abandoned the trans-Ontario scheme and dismissed all thought of examining the section from Lake Simcoe to Georgian Bay.

Further Construction in the Thirties.

Considerable construction had however been prosecuted in the meantime. In 1833 the Legislature had divided the canal so far as surveyed into two sections: a Trent Division from Trenton to Healey's Falls, and an Inland Division from Healey's Falls to Scugog Lake. Two Boards of Commissioners were appointed, one for each division, and work was begun in 1837 with N. H. Baird as supervising engineer. $16,000 was voted to the Inland Division.

Work was done at Healey's Falls, Crook's Rapids, Whitlas Rapids, Buckhorn, Bobcaygeon, and Purdy's Mills.

At Bobcaygeon it was found that the original designs were so defective that the bottom of the wooden lock was dry at low water. Repairs were therefore made, an embankment built near by and a dam constructed at Buckhorn Lake, all at a cost of $3500.

At Purdy's Mills, now Lindsay, a wooden dam and a lock 134 feet by 33 feet by 5 feet, were to be built in 1837-38. The site of the lock was excavated to a depth of seven feet and coffer dams were made around the excavation. Lumber for dam and lock was prepared and delivered to the ground. The lock was partly framed. By 1838 some £1300 had been spent, but £1800 more was needed to complete the undertaking. Funds were not forthcoming from the Commissioners and the contractors abandoned the works, leaving the materials to waste and rot for five years before anything further was done.

Prior to February 1841 the total expenditure on both divisions of the canal amounted to only £44,382 or $177,528.00

Progress Under Board of Works.

On the union of the provinces in 1841 the canal system was placed under a Board of Works, which was the fore-runner of the later federal Department of Public Works. The chairman of this Board recommended the abandonment of the original trans-Ontario scheme on the ground that the route was too shallow and circuitous and that the cost, estimated at $3,000,000, was prohibitive. He further recommended that the locks already started be finished and that timber slides be prepared.

The wooden lock and dam at Lindsay were completed in 1844. The lock was 131 1/2 feet long by 33 1/2 feet wide, with an 8-foot lift. The dam was a truss frame structure, 260 feet long and 9 feet high, on a 30 foot base. The lock at last went out of repair and when, in 1857, the railway from Port Hope reached Lindsay, its renewal was deemed unnecessary. In 1863 a 64 foot slide was built through the lock. The lower gates were removed and the lower part of the upper gates formed the breast of the slide.

The channel of the Scugog River above and below Lindsay also claimed attention. In the lower river three cuts were made to eliminate some of the more intolerable meanderings of the stream. In the upper river the outstanding impediment was a region of shifting bogs which tended to bedevil the channel at the foot of Scugog Lake. No remedy for this was found.

At Bobcaygeon a general reconstruction was accomplished in 1857. The wooden lock was replaced by one of cut stone masonry 134 feet by 33 feet, with a 7 1/2 foot lift. The gates were of solid timber and rested on wooden sills. This lock is being rebuilt in concrete in the current year, 1921. A canal above the lock, 872 feet long, was faced and floored with timber and plank, and guard piers, 160 feet long, were placed below the lock.

In 1858 two slides were built and a basin and two mill-races excavated. One slide was for squared timber and the other, in the "Little Bob" channel, for sawlogs. A dam of truss and crib work was likewise built across the channel, 1268 feet in length, and 8 feet in height.

Development of Lumbering

For many years the aim of the government was less to foster navigation than to facilitate the passage of timber down the Trent System. In the forties the southern portion of the Trent watershed was the centre of lumbering activities. In 1844-45 three great slides were built at Healey's Falls, Middle Falls, and Chisholm's Rapids, on the section between Rice Lake and Trenton. The cost of maintenance of these slides was greater than the revenue derived from them and in 1855 they were turned over to a "Trent Slide Committee." This Committee was granted a toll of one dollar on each crib floated, and undertook in return to keep the slides in order.

As the forests in the south became depleted, the lumbermen kept moving north. In the early sixties a rush was made to secure the great pine areas in the northern half of the Trent watershed and

by 1860 about 1000 square miles had been alienated with practically no return to the public treasury.

As part of this development, authority was granted on February 15, 1860, to Alexander Dennistoun to form a company for the purpose of building a timber slide at Fenelon Falls. This slide was 520 feet long and 33 feet wide.

For the next twelve years, violent quarrelling over the blocking of the Fenelon River channel with timber prevailed between the lumbermen and the steamboat owners of the district. Both parties petitioned the government in 1872 to divide the river into two channels. In 1873 this was done by building two piers in mid-stream and stretching between them a 3000-foot single-chain boom anchored at intervals of 200 feet by heavy anchor stones and chain cables. At the same time the government assumed control of the timber slide.

Revival of Canal Project

The general supervision of the Trent System was under the Board of Works prior to 1867, under the federal Department of Public Works from Confederation till about 1881, and since 1881 under the federal Department of Railways and Canals.

In 1881, with the Canadian Pacific Railway planned across the northwest and the prospect of new grain traffic by water from Port Arthur holding the prophetic imagination, the old trans-provincial Trent canal scheme was again brought up. It was pointed out on the one hand that while the distance from Kingston to the Straits of Mackinaw by way of the Great Lakes and the Welland Canal was 780 miles, the distance via the Trent Canal would be only 567 miles, a saving of 213 miles. It was argued on the other hand that the shallow channels and tiny locks would force transhipping of cargoes unnecessary on the other route; that the canal route from Trenton to Georgian Bay was 235 miles in length while the direct distance between the two was only 115 miles; and that the incessant lockages over the Trent system would make it actually slower and more vexatious than the Great Lakes route. The government was not thoroughly convinced that the project was sound. It went ahead, but went very half-heartedly, and took no steps towards large money appropriations for another fifteen years.

One major undertaking in this county may be noted. On October 14, 1882, a contract was made with A. P. McDonald and Company to build two stone locks and a canal at Fenelon Falls. The locks had each approximately a fourteen-foot lift, designed to overcome a fall of 24.24 feet at Fenelon Falls and a fall of 3.71 feet at Balsam Rapids just above Cameron Lake. A dam 884 feet long and seven feet high was also built. Much trouble was experienced in unwatering the works, but the locks were at last completed in 1886. It was then discovered that one-third of a mile of canal between them and Cameron Lake had been only partially dredged. Moreover the stationary railway bridge prevented boats from passing north. It was not until May 24, 1884 that a swing bridge was installed and the steamer "Water-Witch" pushed through with exultant shrieks. Balsam Lake was still inaccessible to most boats however for the wooden lock built at Rosedale by Wm. Whiteside for the Ontario government in 1873 was only 100 feet in length.

Meanwhile the lock and dam at Lindsay had been rebuilt by Thomas Walters in 1874 and again in 1888 and a dry dock built at Bobcaygeon in 1888. In 1890-91 a wharf was built at the foot of Peel Street, in the heart of Lindsay at a cost of $885. Steamers had previously docked at the foot of Caroline Street far down the river but a turning basin was now dredged out in front of the new wharf and a road cut down the hill at the foot of Peel Street. The Scugog had also been treated to a couple of extensive cuttings by which to eliminate the most circuitous of its meanderings.

In 1896 the Dominion Government at last abandoned its hesitation and launched out on the Trent Canal project in real earnest. In 1897 the link from Balsam Lake to Lake Simcoe was pushed forward. This work was divided into three sections. The first section running 6½ miles west from Balsam Lake was undertaken by Andrew Onderdonk of Chicago. The chief task on this section was a rock cutting a mile in length running west from the shore of West Bay, Balsam Lake. This cutting was followed by a flooded reach at Mitchell's Lake. Sections 2 and 3, totalling 13½ miles, were contracted for by Messrs. Larkin and Sangster and Messrs. Brown and Aylmer respectively. The work here included a 48½ foot hydraulic lift lock at Kirkfield, 5 concrete locks, 2 dams, 3 swing bridges and much dredging and excavation. For the right of way from Kirkfield to Lake Simcoe, 2000 acres of land were bought at an average price of $16 the acre. The whole of the Balsam-Simcoe section was completed by 1906 except the lift-lock, which had been found defective. After extensive repairs had been made, the lock was opened with much ceremony on July 6, 1907 by the Hon. Rodolphe Lemieux, Postmaster-General and the Hon. M. J. Butler, Minister of Railways and Canals. The cost of the lift-lock, exclusive of concrete and breast walls, was $299,604.

Navigation was now open from Orillia to Healey's Falls except for the old wooden lock at Rosedale. A contract for a concrete lock and short canal here was let on Feb. 24, 1903 to the Randolph McDonald Co. Ltd. A channel 4000 feet long, 66 feet wide, and 7 feet deep had to be drilled and blasted out in rock shoals in the Balsam River. A further piece of canal was dug out through a swamp directly into Cameron Lake instead of following the river all the way. Work at Rosedale was practically completed in 1911.

Meanwhile two side issues had received some slight attention. In October 1885 the Dominion government appropriated $6000 to pay E. J. Walsh, C. E., of Ottawa to make a survey of the Gull River waters and to report on the feasibility of giving Minden connection by locks and canals with the main Kawartha Lake system. The project, which had really been first brought forward in 1881 was considered quite practicable but was turned down by Laurier when advocated by Sam Hughes, M.P. Another lateral canal from Newmarket to Lake Simcoe was begun in 1908 but never came to anything.

In 1906 the lock and dam at Lindsay were rebuilt under the contractorship of Mr. J. Ritchie.

Fierce controversies raged for many years over the choice of a lower outlet for the canal. Port Hope, Cobourg and Trenton all showed their rights and advantages in the matter. In 1908 the government finally decided to adopt the Trent River route. This section from Trenton to Rice Lake was opened for traffic on June 3, 1918.

The final link, which will give through passage from Georgian Bay to the Bay of Quinte is not yet finished. The 'Severn Section' involves 9 locks, 16 dams, and 8 bridges. Through the use of two marine railways at Swift Rapids and Big Chute respectively, launches up to 35 feet in length may pass from Lake Couchiching to Port Severn on Georgian Bay but this does not constitute open traffic on the Canal.

The total expenditure on the Trent Canal up to March 31, 1919 was $12,790,225.22, a sum which would have seemed unbelievable forty years ago.

History of Kawartha Navigation.

Apart from the log dug-outs of the pioneers, the first vessel on local waters was the packet boat 'Firefly' operated by Reuben Crandell of Port Perry and his son George. This craft was a roomy sailing skiff with oars which from 1835 to 1850 had a monopoly of the freight and passenger traffic between Port Perry and Lindsay. In 1850 two men, Lasher and Haywood, built a horse-boat and ran between Lasher's (now Caesarea) and Lindsay. In this way they sought to establish a trade route between Lindsay and Bowmanville. This opposition stirred George Crandell up to building at Port Perry the first steamboat on these inland waters. With the co-operation of Messrs. Chisholm, Howe and Cotton, the S. S. 'Woodman,' a 100-foot side-wheeler, was launched on May 24, 1851. The 'Woodman' devoured cordwood as fuel and travelled at the rate of eight miles an hour. The horse-boat went out of business next day. As a sample of the difficulties encountered by these early ship-builders it might be mentioned that when in 1858 some of the 'Woodman's' boiler flues gave way no new flues could be obtained in Toronto and Charles Britton had to send all the way to New York for them.

Between 1851 and 1880 the following additional steamboats were built locally:—1853 S. S. 'Ogemah' at Fenelon Falls by Captain Wallis; 1858 S. S. 'Firefly' at Bridgenorth by Captain Sawyers; 1855 S. S. '[illegible]' at Mud Lake by Capt. Kelly; 1861 S. S. 'Lady Ida' at Port Perry; 1863 S. S. 'Ranger' at Lindsay by Capt. Geo. Crandell; 1862 S. S. 'Novelty' at Ball Lake by Mr. Henry

1864, S. S. "Anglo-Saxon" at Lindsay by Capt. Crandell; 1867, S. S. "Victoria"; 1867, S. S. "Commodore" by Capt. Crandell; 1868 S. S. "Champion" by Capt. Crandell. 1870, S. S. "Coboconk" at Coboconk by Hay and Tralaivia. 1870 S. S. "Sampson No. 1," a side-wheeler built by Mr. McFadden at Coboconk and hauled down over the Fenelon Falls dam by Capt. Crandell; 1870, S. S. "Sampson No. 2," at Ball Lake by Scott and Son; 1872, S. S. "Mary Ellen" at Lindsay by Capt. Crandell., 1872, S. S. "Victoria," later the "Historian," by Tate and Hall; 1873, S. S. "Vanderbilt," a 130-foot vessel with the first walking-beam engine seen on these waters, built at Lindsay by Capt. Crandell, 1880, S. S. "Eva," by Capt. Crandell 1880 S. S. "Beaubocage"; 1884, S. S. "Esturion," by Mossom Boyd, of Bobcaygeon; 1884 S. S. "Maple Leaf" built by Parker Davis later owned by Capt. Bottum, 1884 S. S. "Dominion," a stern wheeler built at Fort Hoover by Capt. Savage; 1885, S. S. "Stranger," at Lindsay by Capt. Crandell, 1885, S. S. "Dominion" at Lindsay by Burk Bros.; 1886, S. S. "Water-Witch" at Lindsay by H Dunsford, 1888, S. S. "Alice-Ethel" at Lindsay by Thos. Sadler; 1888 S. S. "Louise" at Port Perry by Mr. Bowman, 1891, S. S. "Crandella" at Lindsay by Capt. Crandell; 1895, S. S. "Marie Louise" at Lindsay by Jos. Parkin, 1895, S. S. "Columbian" at Lindsay by Capt. McCamus, 1896 S. S. "Greyhound (later the "Kathleen") at Lindsay by Thomas Sadler. Later boats have been the "City of Lindsay," "Kenosha," "Manita," "Alexandra," (later the "Arthur C.") "Maude Butler," "Waconta," and "Lintonia."

It was an amazing fact that until 1898 Port Hope, on Lake Ontario was the nearest port of registration for vessels. In other words all boats built at Lindsay and elsewhere on the Kawartha waters had to be marked "of Port Hope." In 1898 this absurdity was abolished by making Lindsay a port of registration.

Steamboats on local waters have performed two functions: first, that of assisting in the timber trade, and second, that of carrying passengers and freight. From 1850 to 1880 the exploitation of the forests of the districts was at its height and the steamers' chief work lay in the towing of immense cribs of logs and a small fleet of lumber-barges. From 1880 to 1919 passenger-traffic grew in importance. The two chief steamship companies during this period were the Trent Valley Navigation Company, organized in 1880 with M. M. Boyd as its first president, and the Kawartha Lakes Excursion Company founded in 1902 by Joseph Parkin and John Carew.

The steamboat traffic has dwindled away, however. One by one the older boats have been destroyed by fire, and the recent advent of power launches has reduced passenger traffic to a minimum and rendered steamers almost superfluous. Only one steamboat, the "Lintonia," now runs on the Scugog, where navigation was once so active. The first local power launch was G. H. Grantham's "Put-Put," brought in during the nineties. By 1909 there were 75 motor-boats in Lindsay.

Future of Trent Valley Canal

The only possible justification of the twenty million dollars spent on the Trent Valley Canal will come from (1) water-power supplied, (2) through traffic that may develop and (3) a carefully planned revival of lumbering through reforestation.

The importance of using the back lakes of the Trent watershed as reservoirs by which to regulate waterflow and maintain ample water supplies for lumbering, navigation and electric power generation is now fully recognized. The Ontario government built a few scattered dams across these headwaters in the sixties in order to assist lumbering operations. It was not until 1905, however, when the Federal Government was ceded control of all such works, that systematic management of waterflow was set up by the construction of an extensive system of concrete dams. This eliminates the destructive spring freshets and guarantees a steady flow of water through all the year.

The development of any extensive transprovincial traffic through the Trent System is very problematical. Provision is being made for navigation by barges of 500 tons burden. The multiplicity of locks and the crookedness of the channel, however, will make it but little quicker than the Welland Canal route, by which transhipment is unnecessary, while if speed is desired the C.P.R. grain line from Port McNicholl has the canal far outpaced.

When we consider the question of local freight, we find the canal built fifty years too late. Timber would have been the only considerable freight and until 1918 the canal system had no outlet to the main water systems of Ontario. If such a canal, worked on a basis of cheap transportation, had been in existence from 1850 on, it would have made possible more conservative logging, closer utilization of material by mills along the route, greater profit for all and the management of the lumbering business in perpetuity. As it was the timber was cut in a wasteful manner owing to the cost of transportation, and today the forests are practically exhausted. Only careful reforestation under responsible control can redeem the situation.

About 1873 the late George Laidlaw of Bexley prophesied that the Trent Canal would ultimately cost $20,000,000 and suggested that far more profit would result from spending that amount on the scientific improvement of live stock in Ontario. His estimate was greeted with universal laughter and incredulity. To-day he stands absolutely vindicated, and many would likewise agree completely as to the wisdom of his recommendations.

Chapter X.

Spanning the Railway Web.

The early railways in Victoria county were born of commercial necessity.

The years from 1830 to 1850 saw the development, in the Kawartha Lakes basin, of great lumbering enterprises, followed closely by farming. Cutting off this thriving interior from the Lake Ontario coast, lay a range of forest-ribbed sand hills crossed only by two or three atrocious bush trails. In the thirties, as we have seen, abortive efforts were made to bridge the gap by building a Trent Valley Canal. Greater success attended the activity twenty years later of the builders of railways.

The first three of these railroads might be described as "portage roads." The first was built from Lake Ontario to the Scugog River and later extended on a longer portage to Georgian Bay. The second crossed from Toronto on Lake Ontario to Coboconk on the upper Kawartha waters. The third ran from Lake Ontario to Scugog Lake and was afterwards carried on to the Scugog River at Lindsay. All aimed at carrying the trade of this inland district out into the markets of the outside world.

The First Train to Lindsay

The first of these roads, the Port Hope and Lindsay Railway, was chartered in 1846 with permission to build from Port Hope to Lindsay and thence west through Mariposa to some convenient point on the Ontario, Huron and Simcoe Railway. These original plans were never carried out, and, indeed, little work of any kind was done until after 1852, when a necessary renewal of the charter was secured.

The first train into Lindsay came in from Port Hope on Friday, October 16, 1857. The head of steel had reached Reaboro by December 1856, and trains were unloading freight at Cunningham's Corners in August, 1857. In Lindsay, however, the road was to enter around the east bank of the Scugog along the line of the present G. T. R. East Ward switch, and the cutting required in the river bank near the present Allenbury plant caused much delay. Steam-shovels were unknown in that day, and all the earth had to be taken away in carts and wheelbarrows. Hence it was the middle of October, 1857, before the first train entered the town.

Lindsay was the terminus of this railway for the next fourteen years. The station was near the foot of King street, in the East Ward, just east of the grain elevator of today. Yards and wharves were preyard on the east bank of the Scugog a few hundred yards farther north. The service consisted of one mixed train which left each morning for Port Hope and returned to Lindsay at night after a leisurely day along the road.

On December 24 1877 the railroad was renamed "The Midland Railway of Canada" and in January 1871 an extension from Lindsay to Beaverton was formally opened. This line crossed the Scugog by a swing bridge at the end of Lindsay Street North, ran north to about the present Coreen Lea factory and then swung west through Ops.

An earlier branch line built by Messrs Tate and Fowler from Millbrook to Peterborough had been opened May 21 1872.

The road was extended to Orillia in 1772 and in 1872 to its final terminus at Midland on Georgian Bay.

Toronto and Nipissing Railway

In the session of 1767—69 the Ontario Legislature granted a charter to a Toronto and Nipissing Railway Company which purposed building a narrow-gauge rail road from Toronto to Coboconk in Bexley township, Victoria county.

This road was built in two sections. The first, from Toronto to Uxbridge was formally opened in July 1771 and the second from Uxbridge to Coboconk, was completed in the autumn of 1872.

The total length of the railroad was 87 miles, the gauge was 3 feet 7 inches and the weight of the rails 40 pounds to the yard.

The largest structure on the road was a bridge over Northwest Bay, Balsam Lake. This bridge was 472 feet in length and consisted of three 176-foot spans and two 32-foot spans.

The officials of the company were William Gooderham Jr. President and Managing Director, James Graham Secretary Treasurer and Edmund Wragge Chief Engineer.

In 1777 and again in 1777 attempts were made to extend the T. & N. R. to Minden or failing that, to build a 6-mile spur to Hilliard's Falls and gain through water connection with Minden by means of a lock at Moore's Falls. Neither plan has ever been realized.

Whitby and Lindsay Railway

In 1768 a charter was granted to a Whitby and Port Perry Railway Company with permission to build from Port Whitby on Lake Ontario to Port Perry on Lake Scugog. The company was very weak financially but after enduring many vicissitudes of fortune, it succeeded in running trains over the road by the spring of 1872. In May 1872 the road was bought up by Messrs Austin, Fulton, Michie, and Holden.

An extension to Lindsay now seemed desirable, and in the autumn of 1877 the company succeeded through a series of public meetings in obtaining a vote of $60,000 from the group of municipalities about and including Lindsay. In a crucial campaign meeting at Downeyville, Sir William Mulock (then solicitor for the railway) found argument of no avail, but carried the by-law by giving North Emily three jokes, two songs and a Irish clog-dance. A grant of $[illegible] per mile from the government was also engineered.

Work began in the summer of 1876. The surveyor was a Mr. Maching, of Uxbridge; the consulting engineer was Frank Shanly of Toronto; and the contractors were Messrs. Gibson and Dixon. By noon on June 15, 1877, the tracklaying gang had reached Albert Street, Lindsay. In honor of the event, Veitch's Hotel presented them with a whole barrel of booze, which inspired them to hold a "navvy parade" around the streets of the town. The inaugural trip over the new line was made on July 31, 1877. The distance from Whitby to Port Perry had been 16 miles, and from Port Perry to Lindsay 25 miles.

The Victoria Railway

A fourth road, "The Lindsay, Fenelon Falls and Ottawa River Railway," was chartered in 1872. It was to be a narrow gauge line, running north from Lindsay through the back townships of Victoria and Peterborough counties and on to join the projected line of the Canadian Pacific Railway near Mattawa.

The name was soon changed to "The Victoria Railway" and the gauge to the American standard.

Strenuous opposition to the road was raised by the town of Peterborough, the southern townships of Peterborough county, and the township of Fenelon, while Lindsay, the unincorporated village of Fenelon Falls, and the northern townships of Peterborough county gave the project their enthusiastic support. Municipal blockades against bonus-granting were removed in 1874 by making Fenelon Falls an incorporated village and incorporating 23 northern townships (20 from Peterborough county and 3 from Victoria county) as the Provisional County of Haliburton. Bonuses were then forthcoming, and the first sod of the railway was turned at Lindsay on August [illegible], 1874, by the Hon. C. F. Fraser, Commissioner of Public Works.

The president and dominant spirit of the company was George Laidlaw, later of Bexley; the vice-president was C. J. Campbell, and the chief engineer was James Ross, later a Montreal millionaire. The directors were W. W. Copp, C. W. Bunting, J. C. Fitch, E. Barber, Wm. Thomson, George Stephen and H. P. Dwight.

The section from Lindsay to Kinmount was undertaken first. Here perhaps the chief difficulty lay in grubbing out huge pine stumps. Specifications called for a 200 ft. bridge over the Old Distillery Creek, a [illegible]00-foot bridge and a 6000-foot fill at McLaren's Creek, a [illegible] foot bridge over the Fenelon River, and a 153 foot single span Howe truss bridge over the Burnt River. Rock cuttings were heavy near Fenelon Falls and for the last four miles into Kinmount.

Work was twice interrupted during the general financial depression of 187[illegible]. A colony of Icelanders, some [illegible]00 men, women and children in all, had been brought in and settled at Kinmount in 1874 in order to help along the construction work. Dysentery demoralized their efforts for a time various difficulties arose and they finally migrated to Manitoba in a body in September 1876

Steel reached Kinmount in October 1876 Further railway-building was held up for a time through lack of funds but in 1877 Laidlaw secured a grant of $3000 per mile from the provincial government and a bonus of $3000 per mile from the Canada Land and Emigration Company which controlled a large part of Haliburton county

The chief obstacles encountered in the remaining 22 miles were heavy rock cuttings and a morass or "sink-hole," four miles north of Kinmount which swallowed up thousands of carloads of ties, trees and earth before it was finally bridged The 55 miles of railroad from Lindsay to Haliburton village were opened for traffic on November 3d 1878

At the Lindsay terminus the road first merely branched off from the Midland Railway at a Victoria Junction (still marked on government topographical maps, though vanished long since from the earth) at the head of William Street North An extension was later built down Victoria Avenue and a station built on that thoroughfare near its intersection with Glenelg Street The first agent was the late James C Leonard who was later enthroned in the hierarchy of the G.T.R. management.

Numerous attempts have been made to carry the Victoria Railway beyond Haliburton but none have succeeded

The Blight of Bonuses

The benefits of all this railway building were somewhat counterbalanced by the financial burdens which they laid upon the municipalities which were served No construction was undertaken without liberal gifts of money and many municipalities in their anxiety to secure railway accommodation gave far beyond their means

The Midland Railway took $80 000 from Ops and Lindsay $100 000 from the town of Peterborough $40 000 from the township of Hope and the amazing sum of $620 000 from the little town of Port Hope

The Toronto and Nipissing Railway received $320 000 in municipal bonuses, of which $64,000 came from Eldon, $10,000 from Bexley $10 000 from Somerville, and $12 500 from Laxton Digby and Longford

The Victoria Railway secured $214 000 in such grants $85 000 being paid by Lindsay $10 000 by Fenelon Falls $15 000 by Somerville, $7 000 by Verulam and $55 000 by Haliburton county

The Whitby Railway, as already stated, drew in $84,000 from Lindsay and adjacent municipalities

Local tax rates long recorded the chilling effect of these expenditures and many years passed by before the general increase in prosperity due to improved transportation, vindicated in some measure the prophetic rashness that had plunged into debt

If we once grant that the railways, though perhaps prematurely and unnecessarily multiplied, were yet needed for the development of the countryside. It is hard to imagine any better plan for their financing than that of municipal bonusing. Little capital either foreign or domestic was available for investment in such enterprises. Government grants were certain ultimately to return to the tax-payer with [illegible], and as railway construction was even more feverish in the east of the province than in this county, a blanket government subsidy to all companies would have borne unfairly on Victoria. Municipal bonuses were paid by those immediately served and though the levies caused temporary distress, the steady economic benefits of the railways gradually brought relief.

The Battle of the Barricade.

An incident which is unique in the history of local railways occurred in Lindsay on November 13, 1877.

A long strip of land lying between King Street and the river and stretching east from Lindsay Street for several rods, had been occupied for more than ten years by a siding of the Midland Railway. The railway company therefore claimed possession.

In 187[illegible], Thomas Fee, a local lumberman, bought this parcel of land from Robert Lang, an official of the Lindsay Land Company and proposed to erect a mill on the site.

As the railway was obdurate, Fee decided to take the law into his own hands. On the night of November 13th, he and Lang gathered a body guard about them, took possession of the lot and set up a rough fence across the siding which ran into it.

Mr. Burton, the railway agent, then brought out an engine and prepared to batter his way through the barricade. The defenders then drew revolvers, a battle seemed imminent, and Lang, who happened to be a Justice of the Peace, climbed on top of a dry goods box and read the Riot Act. Burton accordingly withdrew and telegraphed his troubles to the Head Office at Port Hope.

Morning saw Fee and Lang entrenched with a force of 60 men, but a train which arrived from Port Hope at noon brought in an army of 100 section-hands, gathered up along the line. The engine was thereupon driven resolutely through the fence and a melee ensued in which the railway forces were victorious.

This astonishing breach of the peace was afterwards investigated by Judge Molesworth. It was found that the land in dispute had been conveyed to the government Board of Works by William Purdy in 1843. It therefore formed no part of the Purdy estate taken over by Lang and the Lindsay Land Company in 1866, and belonged in 1877 neither to Fee nor to the railway but to the government.

George A. Cox Achieves Amalgamation.

In 1878 there were four independent railway companies operating in Victoria county. Within the space of three short years, one man succeeded in promoting their consolidation into a single system.

This man was George A. Cox, a Peterborough insurance agent who became president of the Midland Railway in the fall of 1878.

By July 1 1879 he had made an arrangement between the Midland Railway and the Whitby-Lindsay Railway by which the two roads pooled their resources and divided their gross earnings in the ratio of 7½ to 2½. In June 1881 a syndicate headed by the Hon. D. A. McInnis, and John Proctor of Hamilton bought up a controlling interest in the Victoria Railway and George Laidlaw retired. Cox now became active again. He purchased the Toronto and Nipissing Railway in July 1881 and succeeded by November 1881 in engineering a merger of the Midland, Whitby-Lindsay, Victoria and Toronto and Nipissing railways. The consolidated lines were to be known as the Midland Railway of Canada. The first train from Peterborough to Toronto, via Millbrook and Lorneville, passed over the new system on December 15 1881 with a running time of three hours.

The sequel to this amalgamation came on January 1 1884 when the Grand Trunk Railway leased the Midland Railway and Cox withdrew from railway affairs. It then transpired that the Grand Trunk already had a controlling interest of $4,816,920 in the Midland Railway capitalization of $6,800,000. Here were the backers for whom the versatile Cox had done his work so well and from whom, no doubt, he received suitable recognition. The Midland Railway was finally consolidated with the Grand Trunk by Act of Parliament in 1893.

As part of the consolidation of 1881 plans were laid for building short lines between Wick on the T. & N. R. and Manilla on the Whitby Lindsay line and between Peterborough and Omemee, and for the construction of a new bridge and station at Lindsay.

The Wick-Manilla line was seven miles in length and ran from Wick Junction, a mile north of Wick Station to Manilla Junction, a third of a mile north of Manilla Station (now Cresswell). The contract here was let in 1883 to George Wheeler, M.P. In July 1883 Wick station and Manilla station were abolished and the names "Wick Junction" were changed to "Blackwater Junction".

The Omemee-Peterborough line, known popularly as the "Missing Link" was begun in February 1883 under the contractorship of J. H. Beemer. The heaviest work lay in the bridging of two wide deep valleys at "Tully's" and "Doube's." The former required a trestle 750 feet long and 40 feet high and the latter a trestle 1500 feet long and 75 feet high. Most of this trestle work has since been filled in with ballast. On July 3 1883 a small battle involving stilettos and revolvers took place at Sheridan's Cut, two miles east of Omemee between some Italians who had struck over an illegal reduction of wages and some Irish Canadians who had kept on working. Many were wounded but none killed. The first train over the "Missing Link" was run on November 23 1883 five days after standard time had been first adopted by the railways of Canada.

At Lindsay a new entry by means of a high level bridge just south of the line of Durham Street was decided on. The steel superstructure was supplied by the Hamilton Bridge Works and consisted of a centre span, 86 feet long, and two end spans, each 46 feet long. The supporting piers of solid masonry, 27 feet in height, were built by Messrs McNeely and Walters of Lindsay. This bridge was replaced in 1901 by a through girder bridge. The old swing bridge across the Scugog at the head of Lindsay Street North was abandoned and its centre pier removed from the river in May 1937 by Capt. George Crandell.

The old East Ward station was also discarded and a new station site chosen just south of Durham Street at William Street. The first new station, a diminutive structure, 27 feet by 60 feet, was built in September 1883 and burnt down on January 6 1889. The present building was erected on the same site in October 1890.

During the eighties it was decided to make Lindsay the divisional point (as it is today) for the whole Midland system. The locomotive works which had formerly been located in Port Hope were therefore transferred to Lindsay. The first sod for the new buildings was turned by H. J. Rainsford on July 15, 1887.

Irondale, Bancroft, and Ottawa Ry

A road which does not lie actually within the county but which is inseparably associated in thought with the Victoria Railway is the I. B. & O. (Irondale, Bancroft and Ottawa) Railway, known in early times as the "I.O.U." because of its financial status. This railway strikes east from Kinmount Junction, on the Haliburton line 2½ miles north of Kinmount. A charter issued in 1880 granted permission to build west to Georgian Bay and east to Ottawa. The line was begun by Mr. Myles, of the Snowdon Iron Mine, extended by C. J. Pusey and L. B. Howland, and finally acquired by the C. N. R. in 1909. Constructional difficulties were enormous, traffic was scarce and money scarcer, and progress in building hardly averaged a mile a year. The first engine on the line was the "Mary Ann," a gentle creature, who whenever the rails gave out, would squat quietly down on the ballast without hurting a soul.

At the present day the I. B. & O. has reached Bancroft on its way to Ottawa.

Hope Deferred Maketh Bobcaygeon Sick.

The only important centre in the county which was not served by the consolidated Midland Railway system was the thriving village of Bobcaygeon with its products of lumber, lime and building stone.

Attempts were made by Peterborough promoters in 1874-75 and again in 1891 to finance a line from Peterboro to Bobcaygeon. Both attempts failed, although in the former case Bobcaygeon and Verulam each voted $20,000 in bonuses.

On March 26 1880 a charter was granted to a Bobcaygeon, Lindsay and Pontypool Railway Company composed of Lindsay and Bobcaygeon business men. The company found construction beyond its means and accomplished nothing until 1903. An agreement was then entered into with the Canadian Pacific Railway whereby the latter agreed to back construction on the understanding that they were to receive a 99 year lease. In this way the C P R got the road without the trouble of securing an extra charter and the directors of the B L & P R attained their objective the linking up of Bobcaygeon with the outside world The promoters of this project were H J Wickham W T C Boyd and Thomas Stewart

Surveys were made in May and June, [illegible] and a line chosen from Burketon in Durham county on the C P R through Lindsay to Bobcaygeon The Dominion government gave a bonus of $3200 per mile for the whole 33 miles of construction and the Ontario government $3000 per mile for the 18 miles between Lindsay and Bobcaygeon The contract for building was let in July 1903 to E F Fauquier

Bitter opposition was given by the G T R. The original plan had been to enter the town by a line half a mile east of the river cross the G T R tracks on the level and come in on a curve According to law it was permissible for a new road to cut across a single main line of rails but not a series of sidings The G T R therefore anticipated matters by laying down a series of extensive sidings (called the '[illegible] Siding' in memory of the recent Spanish-American War) directly across the proposed route A changed survey was dipped down to river level and passed under the G T R high level bridge The G T R next tried to block the Bobcaygeon line from crossing the old track of King Street in the East Ward but was forced to give way by the Railway Committee of the federal Privy Council

In order to pass through Lindsay on the new level entire blocks in a thickly built up part of the East Ward had to be bought up and demolished Over forty residences with their outbuildings were wiped out and their destruction produced a housing famine in the town The cost of a mile of railway in this part of Lindsay totalled over $150 000

The road was officially opened by R. P. [illegible] on July [illegible]

A Line for Manitoba Wheat.

Scarcely had this Bobcaygeon spur been completed when the C P R began to lay plans for the construction of a railway from Victoria Harbour on Georgian Bay to their main line, near Peterborough so that the grain harvest of the western provinces might be handled with greater despatch Surveys were begun in the fall of [illegible] under the direction of Mr Gormley C E Seventeen different survey-lines were run and a route was finally chosen in 1906 Building was postponed however for another five years because of the government's delay in dredging out Victoria Harbor sufficiently for the big grain vessels to moor alongside the elevators

The G.T.R prepared meanwhile to counteract this C P R venture by double-tracking the Midland Division from Midland to

Port Hope and improving grades all along the route. A new entry into Lindsay from the northwest was built in 1906 thus eliminating the difficult grade on Victoria Avenue. Further construction was prepared for in a leisurely fashion but the enterprise was dropped when Chas. M. Hays perished in the Titanic disaster.

The C.P.R. began work in earnest in 1911 on its line from Port McNicoll on Victoria Harbour to a point on the main line near Bethany in Durham county. (The junction here has been called Dranoel, i.e. Leonard spelled backwards.)

The general contract was awarded to the Toronto Construction Company and the local sub-contracts to Johnston Bros. (Lorneville to Cambray), Perry and Stewart (Cambray to Lindsay) and F. R. Willock (southeast from Lindsay.)

The last rail was laid on October 25, 1911. The total length of the line was 88 miles and its maximum gradient four-tenths of one per cent.

Recapitulation

Brief summarizing may clarify our retrospect of Victoria's railways. Three early roads were built to link up the trade of the Kawartha basin with the outside world, and a fourth sought to tap forest wealth and supposed agricultural resources in the granite hinterland of Haliburton. These roads were amalgamated in 1881 and absorbed by the G.T.R. In 1904 the C.P.R. completed a short line as a trade outlet for Verulam and Bobcaygeon and in 1911 built a cross-country grain portage line from Georgian Bay to their Toronto-Montreal trunk line.

Chapter XI.

A Century of Politics.

The sketch of a century's politics in Victoria county which is set forth hereafter has been confined to a bare outline of elections and governments. Material has been gathered for an analysis of the political issues which have been faced by electorates from 1821 to the present day but such a discussion has been found too extensive to include in the present history of Victoria county.

It might be well, however, to note in passing that there have been real issues whose treatment and solution have underlain the political history of the century. There have been, are and always will be vital problems connected with our national development, and it is the duty and purpose of governments to solve these problems in the best interests of the people. Canadian national life is the phenomenon of a complex of races developing in a new country under the directing influence of great geographical, economic and sociological forces. Obstacles to prosperous development have arisen in all times through the ignorance or unscrupulous selfishness of men or governments or the operation of economic laws. When such problems do not receive wise adjustment, they persist, like infirmities in the body, to cause continual trouble. For instance clergy reserves, seignorial tenure, and speculators' land holdings were direct hindrances to settlement in early times and the country knew no peace until these burning questions were disposed of by the McNab-Morin government in 1854. So at all times it is the duty of every true citizen to give impartial study to the real issues which confront his country and to exercise the franchise accordingly.

There have been seasons, however, when the true problems of national development have been almost forgotten and elections have been decided on a very different basis. It is hard to escape the conclusion that in Canada our political predilections have been largely hereditary and based on race and religion. In Victoria County Irish Protestants have been usually Conservative and Orangemen always so, while Scotchmen and Irish Catholics have been usually Liberal. Hence the type of man who cannot understand loyalty in a political opponent has too often been conducting a miserable inquisition into the nationality and religious tenets of candidates and has been seeing religious hobgoblins peering from under political beds. Then, too, ignorant gullibility has all too often been allied with specious arguments. Personal loyalties have prevailed. Bribery has corrupted the weak. Party machines have controlled nominations and dominated elections. During the past twenty years, however, we have been maring away from such methods of deciding great issues. The rising generation is coming to think for itself and the younger men of to-day have nothing but contempt for blind party allegiance.

In this emergence of thoughtful purpose in the people of Canada lies our greatest hope for the future. When a nation comes to know its own mind and to consider its problems on their own merits a new day has surely dawned.

For the mind and will of the great centre of gravity of a democracy must count for something in determining its history. The late Professor Goldwin Smith argued forcefully that Canada's destiny lay in annexation by the United States. John S. Ewart, of Ottawa, claims today with equal vehemence that Canada is to be an independent nation. Both have been great thinkers but both have been blankly ignorant of the conscious will of the Canadian people. Hence both have been hopelessly wrong and have merely spun fine webs of thought in vacant lanes where no man passes.

The people of Canada are coming to realize that there are national problems transcending the importance of mean party politics and both doctrinaire and professional politician will have to give weight in future to the deliberations and decisions of the people themselves, for by these decisions the future will be shaped.

The U. C. House of Assembly 1821-41

From 1821 to 1841 such of the modern Victorian townships as were then in existence formed part of Durham County known also politically as the West Riding of Newcastle District. For this riding two representatives sat concurrently in the House of Assembly of Upper Canada. The following were the members elected during the period from the first settlement of Victoria up to 1841:—1820-24 Samuel Street Wilmot. 1824-28 George Strange Boulton and Charles Fothergill. 1828-30 John David Smith and Charles Fothergill. 1830-34 George Strange Boulton and James Ketchum. 1834-36 George Strange Boulton and John Brown. 1836-1841 George Strange Boulton and George Elliott.

It was during this period that the bilious ferment of Family Compact misrule came to its climax. The economic life of the province suffered from the malpractice of an irresponsible government. The settlement of the land had been made well-nigh hopeless by grants to the church, to politicians and to politicians' friends. Redress seemed beyond hope and in 1837 a few of the reformers headed by William Lyon McKenzie entered on a rash, brief, pitiful little revolt. The British government at last realized that all was not well in Canada and sent out Lord Durham to investigate. The outcome was a monumental report on the grievances and problems of both Upper and Lower Canada. Durham recommended (1) that responsible government be granted to the colony as a cure for political abuses and (2) that the two provinces be united in the hope that mutual understanding might temper racial antagonism.

In surveying the events of this period it would not be wise to

brand the notorious leaders of either faction as deliberately evil. Most of their acts were probably performed in accordance with conscience. We need to learn that integrity of character may be accompanied by uncivilized prejudice and cruelty. Witness for example the almost unbelievable tyranny of bigoted righteousness in the case of Archdeacon Strachan and the narrow-minded bitterness and emotional violence of many of his followers. On the other hand some men even today take a long time to realize that those who differ with the political party nominally in power are not necessarily traitors or rebels.

All the members for Durham County from 1821 to 1841 were supporters of the Family Compact. Perhaps the foremost of their unsuccessful opponents was Cheeseman Moe of Ops, a retired naval officer, who owned the northern one-quarter of the modern townsite of Lindsay. Moe left for California by the overland route during the gold-rush of 1848. He was never heard of again and his land in Lindsay was sold for taxes.

Politics Following the Act of Union

As a result of Lord Durham's report, the British parliament passed an Act in July 1840 uniting the two provinces. The first election was held the following spring.

The electors of Durham County voted at Newtonville in Clarke township. Representation had been cut down to one and the contest was between George Strange Boulton (Family Compact) and John Tucker Williams (Reformer). Boulton took every precaution to ensure his election. Temporary refreshment booths were set up and whole barrels of free whiskey stood on end with their heads knocked out. Axe-handles were provided for the persuasion of those who refused to be mellowed. As voting was public and each man had to ascend a flight of steps to an open air platform and verbally announce the name of the candidate whom he favored, the Compact had always won heretofore under such circumstances. On this occasion, however, the Scotch settlers of Eldon, who were nearly all ex-soldiers, marched to the polls in a body, dressed in navy blue and led by their pipers, and voted to a man against Boulton. When it was announced that Williams had been elected there was a riot and a Reformer named John Marshall was stabbed to death.

During the first parliament in 1841 the townships now in South Victoria and South Peterborough were formed into the Colborne District and assigned one representative. In 1854 Victoria County was made a separate political riding with one member, an arrangement which persisted until Confederation.

The promised principle of responsible government was soon to be rudely violated. Sir Charles Metcalfe, who became governor in 1843, refused to follow the advice of his ministers in the matter of appointments to public offices and actually conducted an election in person in 1844 in order to secure the arbitrary powers which he desired. Wholesale bribery, especially by grants of public lands, was used and he succeeded in getting a small majority in his favor. In the

Colborne District, however his candidate Colonel Baldwin of Toronto was defeated by George Barker Hall, a Peterborough lawyer who ran for the Reform party.

The next governor was the Earl of Elgin appointed in 1847. In December 1847 the Viger-Draper government formed under Metcalfe resigned and parliament was dissolved. In the elections of 1848 the Reformers swept the country and formed a ministry under Robert Baldwin and Sir L. H. Lafontaine. Colborne District returned James Hall (Reformer) a Peterborough Scotchman with a plurality of 31 votes over John Langton of Fenelon and Richard Birdsall, of Asphodel.

The Earl of Elgin had married a daughter of Lord Durham and was very anxious to give Durham's report full application in colonial affairs. He therefore accepted fully the principle of responsible government and held it his duty to accede to the advice of the leaders of the party in power.

In 1849 a Rebellion Losses Bill was passed by the parliament, which then met in Montreal giving compensation to all in Lower Canada (exclusive of convicted rebels) who had suffered losses in the revolt of 1837. When Elgin gave the Crown's assent to the bill a mob of blackguards consisting of the so-called aristocracy of Anglo-Saxon Montreal assaulted Elgin with stones and rotten eggs, burnt down the parliament buildings, and looted Lafontaine's house. The governor persisted patiently in his chosen course, however, and constitutional government emerged stronger than ever from this last outrageous assault on it by the survivors of the Family Compact party.

In 1851 another general election took place. The Reform party was again in the majority but Lafontaine and Baldwin retired from public life and their places were taken by A. N. Morin and Francis Hincks. In the United Counties of Peterborough and Victoria (as our riding then stood) John Langton of Fenelon township (Moderate Conservative) was elected by a majority of 78 over James Hall (Reformer) the former member.

Rise of Political Parties.

During the period from 1841 to 1854 the elements which make up our modern political parties may be seen in primitive form. For some time there were really five parties in the Assembly as follows:—(1) a rabid remnant of Family Compact Tories which burnt itself out in the outrages of 1849; (3) the moderate Conservative win and Lafontaine; (4) the "Clear Grit" Reform party of Upper Canada and (5) its counter-part, the "Parti Rouge" of Lower Canada.

After an election in 1854 none of these parties had a majority in party (2) a rather conservative Liberal party represented by Bald the house and John A. Macdonald, a leading Conservative, was instrumental in bringing about a coalition between the Conservatives and the Conservative Liberals, thus forming the nucleus of what is still known as the Liberal-Conservative party. The "Clear Grits" and "Parti Rouge" were more or less thrown together in the opposition and are the direct ancestors of the straight Liberal party.

Victoria county had been made a separate riding in 1853 and in the election of 1854 returned James Smith (Reformer) a Port Hope barrister by a heavy majority over Mossom Boyd (Conservative) the Bobcaygeon lumberman. Smith supported the coalition already referred to and gave such offense to his constituents by so doing that he had to retire from political life.

In the next election held in 1857 there were actually four candidates in Victoria: A. A. McLaughlin (Liberal) of Mariposa, Samuel Davidson (Liberal) of Mariposa, Robert Lang of Lindsay and John Cameron (Conservative) a Toronto banker. The latter was elected.

In 1861 James W. Dunsford (Liberal) of Verulam defeated John Cameron. Dunsford was again successful in 1863 when his opponent was the Hon. Sydney Smith (Conservative) of Cobourg.

Circumstances Leading to Confederation.

It had become fairly clear by this time that the legislative union of provinces established in 1840 could not last much longer. It was evident that the affairs of two peoples differing so widely could not be efficiently managed by one set of ministers and a single legislature. The bond was too rigid to be natural.

At last in 1864 the machinery of the Constitution came to a deadlock. Four ministries had been overturned in the course of three years. Neither party could secure more than a nominal and quite unreliable majority of one or two votes.

The leaders from both provinces had too good sense to demand absolute separation. Union was imperative, not only to give sufficient force to the development of the country but also to consolidate the country against dangers from without.

A new kind of union therefore had somehow to be secured. In 1859 the Ontario Liberal leader George Brown had asked the Assembly to declare for "the formation of two or more local governments to which should be committed all matters of a sectional character and the creation of some joint authority to dispose of the affairs common to all." The idea was rejected then but its time was to come. In 1864 Brown consented to join forces even with John A. Macdonald, to whom he was particularly opposed, to set up a federal system including the Maritime Provinces.

The Legislatures of Nova Scotia and New Brunswick as well as that of Upper and Lower Canada agreed to the scheme drawn up by their delegates and most willingly adopted at their request by the Imperial Parliament and so on July 1 1867 the Dominion of Canada came into being.

Basis of Confederation.

The statutory authority for this union was the British North

America Act. For the Dominion as a whole, the government was to consist of a governor-general, a senate of 72 appointed senators, and an elective House of Commons in which Quebec was to be represented by 65 members and the other provinces according to population on a relative basis. The dominant party in the House of Commons was to select certain of its members, subject to the nominal approval of the governor-general, to act as a cabinet or privy council and nominally to direct the various departments of the civil service. The legislative powers of the federal government embraced among other things the postal service, the census, regulation of trade and commerce, customs duties, militia and defence, navigation, railways, currency, banks, negotiable paper, patents, copyrights, Indian affairs, immigration and criminal law.

The four provinces, Ontario (formerly Upper Canada), Quebec (formerly Lower Canada), New Brunswick and Nova Scotia, each had separate provincial governments for the administration of local affairs. In Ontario this government consisted of a lieutenant-governor and an elective legislative assembly of 82 members. The jurisdiction of the provincial government included education, public lands and timber, municipal institutions, the solemnization of marriage, liquor licenses, and prisons and hospitals in and for the province.

Victoria County Federal Politics.

By this same Act, Victoria County was divided into two ridings, South Victoria, consisting of the townships of Ops, Mariposa, Emily and Verulam and the town of Lindsay, and North Victoria, consisting of all the townships lying to the north.

From 1867 to 1874 the Dominion government was dominated by the Liberal Conservative party under the Rt. Hon. John A. Macdonald. Victoria county was however in the opposition for part of this time. In the election of 1867 John Morrison (Liberal) of Woodville defeated John Cameron (Conservative) of Toronto, in North Victoria, and in South Victoria George Kempt (Liberal) of Lindsay defeated Hector Cameron, Q. C. (Conservative) of Toronto.

The next election in 1872 saw a complete turn-over. In North Victoria Joseph Staples (Conservative) of Bexley defeated the former member, and in South Victoria George Dormer (Conservative), a Lindsay barrister, defeated John McLennan, a merchant of the same town.

In 1873 it was proven that the Canadian Pacific Railway, then recently incorporated, had made very large secret contributions to the Conservative election campaign funds. This disclosure wrecked the party for the time being. In the election which followed a Liberal government under the Hon. Alexander Mackenzie was returned with a large majority. Victoria stayed Conservative, however. In the north riding Hector Cameron, Q. C. (Conservative) won out from James McLennan, Q. C. (Liberal) and in the south riding Arthur McQuade (Conservative) of Emily vanquished John McLennan (Liberal) of Lindsay.

Under the Mackenzie administration voting by ballot was introduced in 1874 the Supreme Court of Canada was established in 1875 and the Scott Act was passed in 1878

On September 17 1878 the Conservatives under Macdonald were returned to power on the strength of their "National Policy" of high customs duties to protect home industries In Victoria county the new members Hector Cameron and Arthur McQuade were returned Their opponents were James McLennan and John Connolly respectively

The Conservatives now remained in power until 1896 The opposition was led by the Hon Edward Blake from 1880 to 1887 and from 1887 to 1896 by the Hon Wilfrid Laurier

In June 1882 Hector Cameron was again elected for North Victoria, with a majority of [illegible] over George Keith (Liberal) and John R. Dundas (Conservative) had a majority of 61 in South Victoria over William Needler

The next election in February 1887 saw a change Cameron had been found guilty of doodling and had been denounced in the previous parliament by members of his own party There was therefore little surprise when he was routed in North Victoria by John A Barron of Lindsay In South Victoria Adam Hudspeth Q C (Conservative) of Lindsay won a majority of 47 over William Lownsbrough a Mariposa farmer Hudspeth was unseated, but was re-elected by a majority of 14

March 5 1891 was the next day of contest. On this occasion John A Barron (Liberal) had a majority of [illegible] over Sam Hughes (Conservative) in North Victoria and Charles W Fairbairn (Conservative) received a majority of 18 over Thos Walters (Liberal) in South Victoria Both of the members-elect were unseated. While Fairbairn, however was re-elected by [illegible] majority Barron lost to Hughes by a majority of [illegible]

Sir John A Macdonald died in 1891 and the Conservative party ran into troubled waters under his successors, Abbot Thompson and Tupper Finally in 1896 the Liberals under Sir Wilfrid Laurier swept the country and set up an administration that was to last until 1911

At this time George McHugh (Liberal) carried South Victoria with a majority of [illegible] over Dr A E Vrooman (Conservative) In North Victoria however Sam Hughes (Conservative) was again elected with a majority of 351 over R. J McLaughlin (Liberal)

The county turned entirely blue again in 1900 Dr Vrooman was then elected with a majority of [illegible] over his old antagonist, George McHugh and Sam Hughes appeared again for North Victoria, with a majority of [illegible] over Dr John McKay of Woodville

A Representation Act passed in 1903 abolished the old political ridings and constituted a single new riding consisting of all of Victoria and Haliburton The member for the riding from that time down to the present has been Sir Sam Hughes. He has defeated R. J McLaughlin K C of Lindsay in [illegible] Dr Archibald Wilson of Fenelon

Falls in 1908, James B. Begg of Lindsay in 1911, and George D. Isaac of [illegible] in 1917.

In 1911 a Conservative government under Sir Robert Borden came into power, and Sir Sam Hughes was made Minister of Militia and Defence. In 1917 a Coalition government was formed for the duration of the war in order to guarantee certain war measures. Since the close of the war control has passed into the hands of the "National Liberal and Conservative Party" under the Rt. Hon. Arthur Meighen.

Victoria County Provincial Politics.

The first provincial government was formed on coalition lines in 1867 by John Sandfield Macdonald. In the north riding of Victoria A. P. Cockburn (Liberal), a Kirkfield lumberman, had defeated Joseph Staples (Conservative) of Bexley, and in south Victoria Thomas Matchett (Conservative) of Omemee had been elected by acclamation.

In 1871 the province was swept by a reorganized Liberal party which held power from 1871 to 1905 and on the whole worthily. Under Sir Oliver Mowat, premier from 1873 to 1896, the government, though strongly partisan, was thrifty and honest. Mowat won his greatest fame in vindicating provincial rights against the presumptions of the federal government, especially in the cases of the boundary between Ontario and Manitoba and of the control of streams and crown lands.

The election of 1871 returned Duncan McRae (Conservative) of Bolsover for North Victoria and S. C. Wood (Liberal), then county clerk and treasurer, for South Victoria. Their defeated opponents were Dalton Ullyot, a Fenelon Falls lumberman, and Thomas Matchett, the late member, respectively.

In 1875 McRae first lost to J. D. Smith (Liberal) of Fenelon Falls. The latter withdrew on the filing of a petition and McRae won out from Dr. Grant (Liberal) of Woodville. The south riding returned S. C. Wood (Liberal) over Wm. Cottingham (Conservative) of Omemee. In the following year Wood was made Provincial Treasurer and in the bye-election necessary to confirm this cabinet appointment defeated Adam Hudspeth, a Lindsay barrister.

The election of 1879 brought in S. S. Peck (Liberal) of Minden, stipendiary magistrate for Haliburton county, as member for North Victoria. His opponent was John Fell of Somerville township. In South Victoria the Hon. S. C. Wood maintained his position against W. L. Russell (Conservative) of Lindsay, then Warden of the county. Wood retired from political life in December 1882.

In 1883 John Fell (Conservative) defeated S. S. Peck in North Victoria and D. J. McIntyre (Liberal) of Lindsay won from C. W. Fairbairn (Conservative) in South Victoria.

During the next session McIntyre tried to make his position permanently certain by having the ridings gerrymandered into East Victoria and West Victoria and including in the latter the Liberal townships of Ops Mariposa Eldon Carden, and Dalton. His scheme met with poetic justice in the election of 1886. The Liberal majority in Mariposa for instance dropped from 450 to 8, and worse things happened in the other townships. John Cruess (Conservative) was elected, and McIntyre withdrew permanently from political life. In East Victoria John Fell was returned with an increased majority. The ridings remained as reconstructed until 1914 when they again became North and South Victoria as of old. The blow to Liberal prestige was permanent, for during the 44 years since the gerrymander only one Liberal has been elected by this county to the provincial house.

In June 1890 John Fell (Conservative) was sustained in East Victoria but John Cruess was vanquished by Dr John McKay (Liberal) of Woodville.

In 1894 the Patrons of Industry, a farmers' political organization, placed John Campbell in the field in West Victoria (where Dr McKay was running for the Liberals and Robert Bryans for the Conservatives) and William Thurston in the field in East Victoria against J H Carnegie (Conservative). In West Victoria, Campbell lost his deposit and McKay had a majority of 470 over Bryans. East Victoria gave Carnegie a majority of 272 over Thurston. In the province as a whole the Patrons of Industry elected 11 members out of a total of 94. The movement suffered from its leaders' refusal to broaden out and came to an abrupt end.

Samuel J Fox (Conservative) of Ops defeated Dr McKay in West Victoria in 1898 and held his own against Newton Smale in 1902 and against Thomas Stewart in 1905. John H Carnegie (Conservative) had like success in East Victoria, his adversaries being John Austin in 1898, L F Heyd in 1902 and John Austin again in 1905.

Meanwhile under Mowat's successors "the barnacles that always attach to a party long in power became unpleasantly conspicuous" and in January 1905 the Conservatives under James P Whitney came into power with a majority of forty members. After the death of Whitney the Hon. Wm. H Hearst became party leader in 1914.

In the election of 1908 Samuel Fox (Conservative) won from Thomas Stewart of Lindsay by 95 votes in West Victoria, and in East Victoria J H Carnegie was elected by acclamation. Before the next election Carnegie had retired from politics and Fox had died (July 8 1911).

Dr A. E Vrooman (Conservative) carried West Victoria in 1911 with a majority of 104 over C E Weeks (Liberal). Dr R. M. Mason (Conservative) of Fenelon Falls was returned by acclamation for East Victoria.

In 1914 the ridings once more became North Victoria and South Victoria. Dr R M Mason (Conservative) vanquished Thomas Hodgson (Liberal) by 409 votes in the former constituency, while John Carew (Conservative) won out from A. M Fulton (Liberal) in the latter by a majority of 545.

In October 1919 a new agrarian party the United Farmers of Ontario assumed control of Ontario politics In South Victoria Frederick G Sandy (U F O) had a majority of 1149 over Dr John W Wood (Conservative) and in North Victoria the Rev Edgar Watson (U F O) of Fenelon Falls defeated Dr Mason (Conservative) the late member by 518 votes.

Senators From Victoria.

In the Dominion Senate formed at Confederation Victoria county was represented by the Hon John Simpson father of Dr J Simpson of Lindsay Senator Simpson had previously been elected twice to the Legislative Council of Canada from Newcastle District and when the Senate was constituted in 1867 he was appointed as one of its charter members He died soon afterwards however and Victoria was without representation in the Upper House until February 1896 when John Dobson of Lindsay was appointed George McHugh of Lindsay joined him in the Senate in 1901 Senator Dobson died in 1907 but Senator McHugh is still active.

Chapter XII

A Schoolhouse Revolution

It is impossible to understand the development of schools in Victoria County without some knowledge of the evolution of the school system of Ontario as a whole. A brief history of education in Ontario therefore follows as an introduction to the record of our county schools. For the convenience, however, of those who are not interested in systems and developments, this chapter has been divided into two parts (A) and (B). By skipping the general history in (A) one may pass directly to the more intimate annals of the county's schools in (B).

(A) General History of Education in Ontario.

It may well be pointed out here that the educational system of Ontario is divided into three stages, elementary or Public Schools, secondary schools and universities, each with definite limits and distinct functions. As only elementary and secondary schools have grown up in this county the history of the universities will be passed over lightly.

Administration of School System.

The past administration of the educational system of Ontario falls into two main periods, a bureaucratic period, from 1823 to 1876, and a period of administration by responsible ministers from 1876 down to the present.

In 1823 a General Board of Education for Upper Canada was established with the Rev. Dr. John Strachan as Chairman. This Board was too busy with clerical plotting to accomplish much for the benefit of the province, and ultimately disappeared.

On October 13, 1844, Sir Charles Metcalfe appointed the Rev. Egerton Ryerson as Assistant (and later Chief) Superintendent of Education for Upper Canada. An Act in 1846 provided for a General Board of Education (consisting of Ryerson and six other members appointed by the governor-general) and a Council of Public Instruction to look after the Normal School. These two bodies were amalgamated in 1850 as the Council of Public Instruction. Ryerson was the real administrator of education in the province until 1876, when he resigned.

In 1876 non-responsible paternalism ended and a Department of Education, with the Hon. Adam Crooks as responsible Minister was formed. Subsequent Ministers of Education have been the Hon. G. W. Ross (1883-1899), the Hon. Richard Harcourt (1899-1904) the Hon. Dr. R. A. Pyne (1905-1918), the Hon. Dr. Cody (1918-1919) and the Hon. R. H. Grant (appointed 1919).

In the reconstruction of 1876 the Council of Public Instruction was replaced by a Committee of the Executive Council, which really functioned in a Central Committee of Examiners consisting of Professor George Paxton Young of Toronto University (as Chairman), the three High School Inspectors (J. A. McLellan, J. M. Buchan and S. A. Marling) and four Public School Inspectors (J. C. Glashan, J. J. Tilley, G. W. Ross and J. L. Hughes). The Central Committee of Examiners was succeeded in 1890 by a Joint Board of eight members, half of whom were appointed by the University of Toronto and half by the Department of Education. In 1896 this Joint Board became the Educational Council, consisting of nine university representatives, one High School representative and one representative of the Public School Inspectors. The Conservative government of 1906 changed this body into an Advisory Council of Education comprising twenty members who represented all branches of the educational service. In 1906, as the new Minister was a physician and not an educationalist, the old office of Superintendent of Education was revived and John Seath, B.A., then Senior High School Inspector, was appointed to the office. Seath was virtual dictator in the Department until his death in 1919. The Advisory Council was abolished in 1919 and no similar body created. No successor to Seath has as yet been appointed.

Public School System Develops

The beginnings of our present elementary school system are to be found in a Parish or Common Schools Act passed in 1816 by the Assembly of Upper Canada. By this Act the people of any village, town or township might establish a Common School by building a school-house, furnishing at least twenty pupils and electing three trustees. At the same time a District Board of Education of five members was appointed in each District by the governor for the purpose of superintending the Common Schools, distributing the annual government grant among the teachers and making an annual report to the governor. There was to be a permanent yearly grant to each District of $1,000 for salaries and $400 for books, the balance of the cost of school maintenance had to be made up by local subscription.

No advance on this legislation was made for over a quarter of a century. Strachan, who dominated the situation, did not believe in education except for the sons of the Family Compact Anglicans. The school-houses were log shacks without blackboards, maps or adequate text-books. Salaries were so small that boards often could hire only common idlers, impecunious vagabonds or disabled and ignorant veterans. In 1841 there were 800 Common Schools in the province, serving about one in eighteen of the population. Not one teacher in two was fully qualified. There was no efficient supervision and no way of enforcing improvements. Worst of all, few people had

any interest in education or any appreciation of its worth.

With the union of the provinces in 1841 a great change began. The Municipal Act of that same year supplied local machinery working in harmony with a central government. School Acts were passed in 1841 and 1843 but were poorly drafted and did not work well. In 1844 the Rev. Egerton Ryerson, head of Victoria University, Cobourg, was appointed Superintendent of Education for Upper Canada. After a year of foreign travel and investigation Ryerson prepared the Common School Act of 1846. His aim was to supply training for the unqualified teachers of the province and then through the leverage of the government grant to compel Districts and school sections to employ qualified teachers, to pay more adequate salaries, to use authorized text books, and to provide proper buildings and equipment. The Act therefore provided for a Normal School and a Model School situated in Toronto, at which teachers could secure technical training, and for a Superintendent of Schools in each Municipal District who should examine every school at least once a year and report on its eligibility for the government grant.

The Normal School was opened in 1847 under the principalship of Thomas Jaffray Robertson. Up until 1871 teachers' certificates, valid only in the county where granted, were issued by County Boards of Education. The Normal School began to issue general certificates in 1853. At last, in 1871, it was enacted that only the Normal School could grant first and second class certificates and that all that County Boards could bestow was a three-year third class certificate to those who had passed a definite Departmental examination. A tremendous advance had thus been brought about. In 1844 Ryerson had found all schools taught by teachers without qualifications and without professional training. By 1875 every teacher in the province was certificated under Government examinations and a great many of them had been trained at Normal School. This end had not, however, been attained without many pitched battles with the friends of incompetent teachers and with trustees who wanted cheap teachers regardless of qualifications. Additional Normal Schools have since been established at Ottawa in 1875, at London in 1900, at Hamilton, Stratford and Peterborough in 1908, and at North Bay in 1909. A system of County Model Schools was set up in 1877 and had practically disappeared by 1907.

In 1850 Ryerson passed a second Common School Act, which has often been called "The Charter of the Ontario School System." This Act permitted the levying of school taxes on all property and not simply on the parents of school-children as had been done before, and the admission of all children free of charge. This rendered sectarian schools practically out of business, for the denominational school, even though partially parasitic on government aid, was unable to compete with the free school. The Act was thus a death-blow to the efforts of busy clergymen to get education into their own hands and to train up the youth of the country in an atmosphere of prejudice. The Act also made Trustee Boards corporate bodies with full power to levy taxes and to manage schools subject to governmental regulations.

By another Act passed in 1871 the principle of free schools and general taxation for school purposes, made permissable in 1850, became compulsory. As a natural corollary attendance became compulsory as well, for all children between the ages of eight and fourteen. Common Schools were renamed Public Schools. County Inspectors of Public Schools, who had to be qualified teachers with long and successful teaching experience were appointed. Teachers were to make small payments towards a superannuation fund. This most vital scheme had been set going on an optional basis by Ryerson in 1854. It was abolished by the Mowat government in 1885 and was revived again April 1 1917. All conscientious teachers are now giving it their full support.

During the past fifty years, while no great change has been made in the administration of the Public School System, many changes have been gradually worked into the curriculum.

Kindergartens were begun in 1882 and officially recognized by 1885. Since 1914 this work has received fresh impetus with the formation of a new Public School department known as the Kindergarten Primary.

The study of Agriculture was enacted as early as 1871 but nothing effective was done until 1907 when a system was worked out whereby graduates of the Ontario Agricultural College were appointed as County Agricultural Representatives and included School instruction in Agriculture among their duties. In 1918 such instruction was being carried on in 1020 Public and Separate Schools.

Domestic Science for girls and Manual Training for boys were introduced in 1900, the former by a Mrs. Hoodless and the latter by Wm. McDonald of Montreal assisted by A. H. Leake. In 1918 Domestic Science was being taught in 66 centres and Manual Training in 83 centres.

A system of Continuation Classes was originated in 1896 whereby pupils could receive while still in Public School, advanced instruction similar to that of junior High School classes. In 1918 there were 127 of these Continuation Classes, with an enrolment of 5164 pupils.

Development of Secondary Schools.

The antecedents of our High School system go farther back into the past than do those of our elementary schools. In 1797 some [illegible] acres of land were set aside to support free Grammar Schools and a University. An Act passed in 1807 made an annual grant of £100 to one Grammar School in each of the eight municipal Districts then established. These Grammar Schools were supposed to be classical seminaries after the model of the great English Public Schools. In practice they were taught and controlled by Anglican clergymen and reserved for the children of the Family Compact oligarchy.

So incompetent did these schools become that in 1819 a Select

Committee on Education, appointed by the Assembly, recommended their abolition. They were, however, maintained by the influence of the Compact, and in 1830 their revenue and management was placed under the Council of King's College or Anglican University whose charter had been secured in 1828 by Dr. Strachan.

No control of Grammar Schools was given Ryerson on his appointment as Superintendent in 1844. He succeeded, however, in having investigation made. It was found that in 1848 forty Grammar Schools had only eight matriculants altogether. Most of them were doing Common School work and doing it poorly.

A Grammar School Act which became law on January 1, 1854 made secondary schools part of the provincial system. Grammar School Trustee Boards, with power to levy rates, were to be appointed by County Councils. Legislative grants, though generous, were to be made only when balanced by local taxation. Strict supervision was to be conducted by Grammar School Inspectors appointed by the Council of Public Instruction.

Four years later Ryerson founded a Model Grammar School at Toronto for the professional training of Grammar School teachers. This school was closed in 1863 and all such instruction given in the Normal Schools until 1885 when Training Institutes were set up in connection with the Collegiate Institutes of Hamilton and Kingston. In 1891 the Training Institutes were replaced by the Ontario School of Pedagogy established at Toronto with James A. McLellan as principal. In 1898 this was affiliated with Hamilton Collegiate Institute as the Ontario Normal College. In 1907 Faculties of Education of Toronto University and Queen's University took up the work. And in 1920 these Faculties of Education were centralized at Toronto as the Ontario College of Education.

Ryerson drafted a second Grammar School Act in 1865. It was now necessary for headmasters of Grammar Schools to be graduates of universities in the British dominions. Half the Grammar School trustees were to be appointed by the council of the town or village where the school was situated. And the government grant was based on the number of pupils studying Latin or Greek. As a result almost all the students in each locality, boys and girls, ill and unfit, were thrust into the Grammar School and set at Latin so as to secure a large government grant. The result was widespread demoralization of the school system.

George Paxton Young, one of the Grammar School inspectors, diagnosed the case and prescribed the remedy in a High Schools Act which was passed in 1871. By this Act, the term "Grammar School" was abolished and the name "High School" (borrowed from the United States) was substituted. The classical obsessions of the past were disregarded and provision made for training in advanced English, natural science, and commercial subjects. Languages became optional only. A departmental examination was also prescribed for all seeking admittance to High Schools. This examination, which still persists, was superlatively sensible in that it shut out all unfit pupils and gave the High Schools a distinct status in the educational system. Considerable agitation against the Entrance examinations has been carried on in recent years but such efforts have been confined to doctrinaires, politicians, incompetent Public School teachers, and the zealous parents of stupid or lazy children. In cities like Toronto, where Public School staffs are comparatively permanent and inspection is incessant, promotion to High Schools on teachers' recommendations is perhaps feasible, but outside of urban centres, the abolition of the Entrance Examination would soon demoralize our secondary schools.

The Act of 1871 also made provision for a superior class of High School to be known as Collegiate Institutes. The chief differences from High Schools lay in a higher standard of equipment and in 'specialist' qualifications for teachers at the head of departments.

During the fifty years which followed the outstanding phenomenon in secondary education in Ontario was the way in which the Universities and Normal Schools dominated and encroached upon the High Schools.

The earliest universities in the province were King's College (chartered 1828), Queen's College (chartered 1841) and Victoria College (chartered 1841). Many other colleges followed in the course of time but all except three (Queen's, McMaster and Western) have been affiliated with Toronto University under a federation scheme worked out in 1887.

For half a century the courses of study in our High Schools have been almost wholly determined by the requirements laid down by the universities for matriculation into courses towards the professions and by the departmental requirements for entrance into Normal Schools and the teaching profession. No provision was made to meet the real needs of the great number of students who did not go beyond High School. For girls especially, the usual consummation of whose career is homemaking and not the sterility of a profession, such a system was almost criminal in its insistence on useless subjects and its omission of training for domesticity.

Another weakness in provincial education was the way in which a bureaucratic Education Department, in its passion for uniformity regardless of local needs, kept promulgating an everlasting series of elaborately detailed syllabi for the guidance of teachers of all grades down to the most obvious and trivial detail. The Department was apparently loath to credit any teacher with the administrative intelligence of an anthropoid ape.

A transformation was foreshadowed by the appointment in 1928 of a representative Committee to examine the secondary school system of Ontario and report on necessary or desirable changes in organization.

The report of this Committee is to take effect in September 1931 and will inaugurate many drastic changes. The secondary schools will now provide a five-year course consisting of a Lower School course of two years, a Middle School course of two years, and an Upper

School course of one year The study of English is compulsory throughout every year and the study of Canadian History and Civics, Physiography Algebra, and Geometry each obligatory in the Lower School for one year only All other subjects are optional, but at least three and not more than five are to be taken each year Options are to be decided by the Principal and not by the student Provision is made for the study of Agriculture, Household Science Manual Training or indeed and subject whatsoever which the Principal and School Board may decide is desirable in the locality Pupils who do not wish to go beyond the High School may secure a Graduation Diploma by passing in 12 subjects at least 4 of which are in the Middle School. In all examinations, pupils will be credited with every paper on which they obtain 50% The changes in the system are far reaching and will require at least two years for proper assimilation by our schools

Further drastic changes affecting both Public and High Schools, will be made by a recent Adolescent School Attendance Act which is supposed to take effect this September more particularly in urban centres. This measure is modelled after the Fisher Bill in England and provides that every adolescent between 14 and 16 years of age with certain qualified exceptions must attend school full time each year Moreover those between 16 and 18 who have not got full time up to the age of 16 must take part time instruction of at least 320 hours each year It will be vital in the operation of this scheme that such extra training shall be preparation for practical life and not a mere grind in an academic treadmill Special provision must also be made for the very bright child and the very dull child In most Public Schools of the present day a downright crime is being committed against very intelligent children by holding them back to the pace of the average child and keeping them for the full term in each of an unreasonable number of class subdivisions On the other hand, most backward students have actual physical or mental defects or deficiencies and require individual examination and special instruction

Libraries and Technical Education

Public libraries and industrial training are also integral parts of Ontario's educational system

As early as 1836 we find the government giving grants to Mechanics Institutes at Toronto and Kingston These Institutes aimed at providing class instruction adapted to the wants and circumstances of workingmen and at furnishing a reading room as supplementary to such instruction In 1851 an Act was passed for the better management of Mechanics Institutes and Library Associations, and in 1857 a Board of Arts and Manufacturers was incorporated to promote their growth. In 1868 after Confederation the Board of Arts and Manufacturers was abolished and the Mechanics' Institutes placed under the Department of the Commissioner of Agriculture for Ontario Provision was made in 1872 for a semi-annual inspection of Mechanics Institutes by County School Inspectors, and in 1880 they were placed under the Minister of Education and incorporated into the provincial educational system. A Free Libraries Act, passed in 1882, then permitted Mechanics Institutes to become free libraries, supported by a maximum tax of half a mill levied on the municipality, and in 1895 the official name was changed to "Public Library." Great financial assistance was given to most of the provincial libraries by the late Andrew Carnegie, the Scotch American millionaire. Supervisory control, however, has remained vested in the Education Department. An important revision of the Public Libraries Act in 1920 granted libraries the support of a municipal per capita tax of fifty cents.

The industrial class instruction of the old Mechanics Institutes has largely disappeared from the modern Public Library and has been otherwise provided for. In 1909 a Technical and Art school was opened at Hamilton, and in 1910 a large Technical High School began operations in Toronto. In the following year the Minister of Education established a sub-department known as the Department of Industrial and Technical Education, with Dr F. W. Merchant as Director. Great progress has since been made and in 1926 there were 13 industrial day schools with 177 teachers and 1756 pupils and 66 industrial night schools with 816 teachers and 28,667 pupils.

(II) Elementary Schools in Victoria.

Only a few primitive schools grew up in Victoria county in the ill-regulated period prior to Ryerson's appointment as Provincial Superintendent of schools.

In Emily the first school was at Omemee. James Laidley and Captain Matthew Handcock were early teachers. The first school in Ops was the modern school-section No. 9, long known as the "McNeely school." The first teacher here was Wm. P. McGrane, who came in from Cavan township in 1835. He taught at first in his own log home and then in a log school on the farm of Charles Cornell. The "Walker school" at the junction of the Mt. Horeb and Omemee roads was also very early. The teacher here was Thomas Keel. In Mariposa the first schools were at Oakwood and at Taylor's Corners. In Eldon the first teachers were Angus Ray, in a house on the Thorah side of the town-line, Lachlan Campbell on Concession III and John Greegan on Concession VI. The first school in Verulam was taught by John Taylor in a log cabin on Bobcaygeon Island.

Under the Common School Act of 1843 Rev. Elias Burnham of Peterborough was appointed Superintendent of Schools for the Colborne District, a position which he held till 1850. His salary was at first £50 per annum, and was later raised to £66, a sum which was supposed to cover travelling expenses which far exceeded his stipend. Had he not possessed private means he could never have carried on, as he did, at a dead loss for seven years of unremitting toil. His report for 1847 records a great deficiency of school-books, due to the poverty or indifference of parents. A fair number of children could read and write but neither grammar nor history was taught and geography was rare.

Thomas Benson succeeded Burnham in 1851 at a salary of £130 per annum. He resigned at the end of the year and his letter of resignation quoted hereinafter in part is an eloquent commentary on conditions at that time:—"The first and most powerful motive which impels me to decline a reappointment to the office of superintendent of schools is the conviction that the amount of labor which the faithful discharge of its duties would entail upon the incumbent is more than any one person could possibly endure. The distance which must be travelled over to complete one visit to each school section in this county would appear totally incredible to anyone who had not taken some pains to reckon up the numerous journeys it occasions: one visit could not be nearly accomplished in a quarter of the year at an average rate of travelling of twenty miles a day. This rate considering the state of most of the roads and the time which must be spent in properly examining a school is greater than could possibly be maintained for a whole year. Then upwards of six hundred communications have been received and nearly five hundred despatched. The operation of a law but newly introduced entailed upon me the preparation of opinions and decisions which not infrequently required days of careful research and much labor in furnishing numerous copies. (All this having to be done personally and in pen and ink.) I do not exaggerate when I state that the office work alone of my situation has consumed more time and required more anxious exertion than is attached to some of the best paid offices in the country. I find that my health is not equal to the task this office imposes. Frequent night journeys and change of quarters brought on a fit of illness which kept me from the performance of my duties for several weeks, every attempt to resume my journeys bringing on a relapse. Moreover my personal expenses for the year including travelling expenses, repairs, postage and loss in value of a horse worn down, have amounted to about seventy pounds, leaving only sixty pounds as compensation for services which occupied the whole of my time to the exclusion of all other sources of income."

Benson, whose son was later Judge Benson of Port Hope, was one of the outstanding Canadians of his generation. He was killed in the great railroad disaster at the Desjardines Canal in 1857.

After his retirement in 1852, a system of Local or Township Superintendents was set up. By 1857 nine men (five in Victoria county and four in Peterborough) were carrying out the duties which he had borne alone.

In 1857 Local Superintendents in Victoria were as follows:—Rev. Wm. Bridge, Omemee, supervising Emily with 14 schools; A. Lacourse, Lindsay, supervising Ops with 16 schools; W. H. McLauchlin, Oakwood, supervising Mariposa, with 26 schools; Peter H. Clark, M.D., Woodville, supervising Eldon with 8 schools; Rev. Daniel Wright, Fenelon Falls, supervising Fenelon, Verulam, Somerville and Bexley with 10 schools. Some 4922 children were attending school, of whom 2177 were boys and 1886 girls. Of the 47 schoolhouses, 35 were log, 11 frame, and 1 brick. Some 36 schools were free, and 16 partly free. All the teachers held qualifying certificates. The average length of the school term was 11 months, 26 days. There had been 122 visits made during the year, chiefly by trustees and clergymen. No common school in the county was teaching Canadian history but 12 were giving instruction in algebra and 7 in geometry.

In Lindsay the first school had been begun about 1841 in a frame building which still stands at 23 Wellington Street. It was used as a school during the week and as a Methodist church on Sundays. In 1852 a frame school was built on the northwest corner of Kent and Albert streets.

Four years later Roman Catholic separate school classes were begun by John O'Donnell in the log church on the southwest corner of Lindsay and Russell streets. The attendance in 1857 was 111 and the teacher's salary £100. O'Donnell's immediate successors were Michael O'Neil (1858-60), John Murray (1860-61), John O'Brien (1861-62) and John Sweeney (1862-65). In 1865 the present white brick building was erected on the same lot as the log church. At the present day there is a staff of three teachers with a registration of 166 boys. Roman Catholic girls to the number of 100 are given instruction in St Joseph's Academy, Lindsay.

The frame Common School building in Lindsay was replaced in 1865 by a red brick Union School building demolished in July 1961. This mangled adaptation of a mediaeval abbey was built with six class rooms and projecting bricks on either side of the building outside for convenience in making additions. About 1870 the bricks on the west side were utilized by putting on a two room addition. No use was ever made of those on the east side, for a policy of building extra ward schools was entered upon instead. At the present day Lindsay has four splendid Public School buildings all comparatively new: the Victoria School in the East Ward, the King Albert School in the South Ward, the Alexandra School in the North Ward and the Central School on the old site on the northwest corner of Kent and Albert streets. The registration in these schools last year was 1217 and the expenditure for maintenance $31,837.66.

In the county as a whole the School Act of 1871 established two inspectorates, East Victoria and West Victoria. The inspectors then appointed were J. H. Knight and Henry Reazin respectively. Their successors in more recent times have been C. H. Broderick and W. H. Stevens, B.A., respectively.

In 1877 there were 166 schools in the county, of which 63 were brick, 11 frame and 11 log structures.

In 1966 there were only 103 rural schools but 71 were brick, 6 stone, 26 frame, and none of logs. The total value of rural school property and equipment in 1960 was $160,317.66, and the total expenditure on education for the year was $216,001.61.

The number of school-children has, however, decreased rapidly in the rural Inspectorate of West Victoria, during the past 37 years, while the number of householders has increased by 492 the number of children of school age has dropped from 6553 to 2479 The cause is obviously not migration to urban centres, but the voluntary limitation of families. As a result many schools once prosperous are now almost deserted There are five schools in West Victoria whose average total attendance is only 20 pupils, or 4 pupils to each teacher employed Attempts have been made to improve the situation by consolidating school sections adjacent to Manilla and Woodville but the movement has been defeated by the opposition of childless ratepayers The consolidated school is however a make-shift and not a remedy and would itself ultimately stand empty under continued race suicide

The total value of all school property and equipment in the county today is $507 000 00 while the total expenditure on education in 1920 was $232 000 00

Agricultural Instruction

The first instruction in agriculture in this county was given in 1907 in connection with the Lindsay Collegiate Institute by Francis H. Reed, B.S.A. then newly appointed as County Agricultural Representative.

The present representative, Mr A. A. Knight, has been holding courses in agriculture in connection with the Farmers Clubs He has also organised very successful school fairs in connection with the rural schools In 1920 school fairs were held at Bobcaygeon, Burnt River Cambray Dalrymple, Downeyville Dunsford Fenelon Falls Kirkfield Little Britain, Oakwood Omemee Reaboro, and Woodville. In all there were 2670 children and 1750 adults at these fairs Entries of cooking poultry flowers fruits grains and vegetables totalled $770 Competitive garden plots planted and tended by the children, exceeded 2800 in number These fairs excite great interest and are undoubtedly a very effective form of instruction

Secondary Education in Victoria.

No secondary schools appeared in this county until after the Grammar School Act of 1853 The Lindsay Grammar School was then established in 1854 the Omemee Grammar School in 1858, and the Oakwood Grammar School in 1860

It may be convenient to treat of these schools in the reverse order

The first teacher of the Oakwood Grammar School was George Murray a B.A. of Oxford University who was later known as one of Canada's most distinguished classicists The school was at first built and maintained by the school section alone but later obtained support from the township of Mariposa. It had a long career of exemplary usefulness and turned out hundreds of successful graduates such as Dr Wylie, M P P., George Thomas Dr Broad Dr Whiteside, J L. Whiteside, H. J Lytle Judge McIntyre Rev

Thomas Brown Rev J Hubbell Rev C V Lake Rev Isaac Weldon Rev S. J Cummings Donald Anderson Frederick Shaver and many others. So important was Oakwood as a school centre that in 1887 some 48 students passed the Entrance there to 26 at Lindsay In 1888 an exasperating feud arose between the School Board and the Township Council and the school was ultimately assassinated as a piece of municipal politics.

The Omemee Grammar School was begun in 1858 in conjunction with the Common School The principal for nearly a quarter of a century was John Shaw M.A Perhaps the most distinguished graduate of the school has been "Formosa" McKay the famous missionary The school buildings were destroyed by fire on November 18 1894 and again on January 25, 1904 but were rebuilt Of recent years the registration of pupils has stood at about 48

The Grammar School at Lindsay was established in 1854 When the first attempt to sketch the history of the school was made in 1899 it was found that incomplete minutes of the Board of Education, dating back to 1857 indicated that the Grammar School had been in existence at least as early as 1855 The present author has since discovered by research in the Dominion Archives that a legislative grant of £100 was made to the Lindsay Grammar School in 1854

Classes were held in the Common School building a small frame structure on the corner of Albert and Kent streets The sole teacher was William Daunt, whose wife had charge of all the Common School classes The total population of the village did not exceed 600 at this time

On February 4 1885 a new Union School building of red brick, farther west in the same block was opened. This edifice which was torn down in July 1921 was a mock mediaeval hybrid of monastery and barracks with the air of a shoddy castle badly run to seed. Robert Hudspeth had become master of the Grammar School in 1861 while Francis Whalley and Jas. A. Clark had taken over the Common School classes Hudspeth was succeeded in 1866 by the Rev A. Murray then but recently arrived from Scotland and the latter in 1868 by Henry Reazin. Reazin retired at the close of 1870 to become Public School Inspector for West Victoria. Alfred M Lafferty M A then became principal As the headmaster of the High School was then also head of Public Schools, Lafferty asked for an assistant, and on meeting with a refusal, resigned His successor from 1872 to 1878 was Robert L Dobson.

The following list of successful Entrance candidates from 1872 to 1876 may be of interest —1872 R. E Cornell, John Woods, Charles Reeves, Robert McDougall George Patrick, James C. Grace William Johnson 1873 George Bigelow Jas M Knowlson, John Baxter John McIntyre, J C. Whyte James Watson 1874 A. Bryson Wm Fee, Hugh McLachlan W D Bell 1875 Alex Morrison, R J McLennan T Nugent Alex. Skinner E C Yeoman N McMurchy George Fowler, E J Mason 1876 A Freeman, T Macaulay W A.

McLennan, R M Euler Jas. Curtis, S Malone.

In 1879 Thomas C. Patrick, the first matriculant of the school, passed into law school. By 1885 the number of matriculants had risen to 8 and there was an average of 8 for the three years 1886-88. In 1890 the school passed 38 pass matriculants and 18 honor matriculants in addition to securing 60 second class certificates and 7 first class certificates. Another promising record was that of 1918 when there were 22 first class certificates 36 second class certificates, 49 third class certificates 8 honor matriculants and 28 pass matriculants

The school has also had a gratifying scholarship record as follows:—1880 Roderick McLennan Queen's scholarship in mathematics 1881 E S Vanstone third general proficiency scholarship, Toronto 1885 W H Mills, Registrar scholarship Queen's 1886 Fred R Head classical scholarship Queen's 1883 Jennie Brown two Toronto scholarships in classics and general proficiency 1887 E J Kylie classical scholarship, Toronto 1898 Mary Macdonald proficiency scholarship 1901 F A Jackson scholarship in Latin, French and German 1901 W C Way scholarship in mathematics Queen's 1910 Henry Philp scholarship in mathematics, Queen's 1910 Dorothy French four different Toronto scholarships in Classics and Moderns 1911 Leigh Cruess, scholarship in Mathematics Queen's 1913 J M Clark scholarship in Mathematics, Physics and Chemistry 1918 George Hardy first Edward Blake Scholarship in Classics and Mathematics Toronto 1913 Watson Kirkconnell eight different Queen's scholarships in Mathematics, English and History Moderns and general proficiency 1921 John Lucas scholarship in Mathematics McMaster

The attendance rose from 88 in 1877 to 180 in 1881 then dropped to 110 in 1885 and has since risen steadily to 307 in 1907 and to 378 in 1921 The number of teachers has grown from 4 in 1888 to 7 in 1900 and to 11 in 1921

In 1880 W E Tilley M A became principal. He was succeeded in 1883 by Wm O'Connor B.A and the latter in 1887 by J C Harstone B A Mr Harstone continued as principal until 1903 Associated with him during his incumbency were Messrs. R H Walker F F McPherson John Head E A Hardy J C Cockery J H Colling, Geo. H Cornish, W H Stevens J S McLean Luther Taylor and Chas A Mackie with Misses Addison Staples Eliza Fitzgerald, Sophia Marty Alice Wilson, and Julia Hillock

In 1889 a new school building was completed at the corner of Kent and Adelaide streets This was a three-storey structure of red brick on a foundation of white Bobcaygeon stone 78 feet square. Its accommodation included 7 classrooms an Assembly Hall, 40 feet by 72 1/2 feet planned to seat 700 and a stage 30 feet by 20 feet. The architect was Wm Duffus, and the contractors Messrs McNeely and Walters The total cost was $27 800

The new school was formally opened on January 23 1890 by the Hon. G W Ross then Minister of Education It was now raised

from the status of High School to that of Collegiate Institute.

A cadet corps later registered with the Militia Department as No. 44 was organized December 16, 1898, under the stimulus of the approaching Boer War. The corps originally comprised only a limited number of the senior boys but was reorganized in 1910 as a cadet battalion including every boy in the school. During the World War of 1914-18, some 264 ex-members of the corps served in the Canadian Expeditionary Force, and 26 gave up their lives in the cause.

On December 29, 1886, a great Alumni Re-union and Conversazione was held, and in 1906 a semi-centennial celebration was staged.

In 1908, T. A. Kirkconnell, B.A., the present principal, assumed control. His associates since that time have been as follows:—Science: Howard Rosevear, D. A. McKay, Thos. Firth; English: J. F. Macdonald, J. Newman, E. W. Jennings; Classics: J. A. Freeman, R. A. Croskery, E. A. Miller, Chas. Owens, Arthur Hooper, Walter Clark, P. K. Hambly; Moderns: Miss Allen, Miss Tuskey, Miss M. I. Whyte, Miss Gibson, Miss Bristol, Mrs. Cameron, Miss M. Montgomery; History: Gordon Manning, Albert O'Neill, M. Erb, A. Johnston; Junior work: L. Wheelton, M. Rogers, R. A. A. McConnell, F. H. Bissonette, J. B. Crerar, G. S. Mattice, R. Herfoot, M. Brokenshire, F. H. Barlow, Miss K. Moir, Miss D. Morley, Miss Vanalstyne, Miss Corkery, Miss Shook, Miss E. Laver; Commerce: G. A. Robertson, G. A. Lucas.

The growth of [illegible] population made necessary the building of a new wing consisting of four class-rooms, two private rooms for principal and male teachers respectively, and a gymnasium 66 feet long by 40 feet wide. This addition to the school was opened March 1, 1910, by President Robert Falconer of Toronto University. In 1921 accommodation has again become painfully inadequate.

The chairmen of the Board of Education of Lindsay for the past 64 years have been as follows:—1857, Rev. J. Hickie; 1858, G. M. Roche, Esq.; 1858-66, Rev. J. Vicars, B.A.; 1866-67, J. Fidler, M.D.; 1868, Hon. S. C. Wood; 1869, 1871-72, 1874-75, John McLennan, M.A.; 1870, Adam Hudspeth, Esq.; 1873, Lawrence Maguire, Esq.; 1876-80, Wm. Grace, Esq.; 1881-89, Adam Hudspeth, Q.C., M.P.; 1890, Hon. John Dobson; 1891-98, J. R. McNeillie, Esq.; 1899-1912, Thomas Stewart, Esq.; 1913-14, J. D. Flavelle, Esq.; 1915-17, Alex. Jackson, Esq.; 1917-21, John W. Anderson, Esq.

Public Libraries in Victoria.

A magazine reading-room was founded in Lindsay in May 1866 and was supported by an annual fee of six dollars from each of 130 of the leading citizens. It was located next to Thomas Beall's store in the present Dundas and Flavelle block.

On January 10, 1880, it was reorganized as a Mechanics' Institute under the librarianship of H. A. Wallis over Dobson's store on the southeast corner of Kent and William streets. In 1884 drawing classes were held by A. Harding, a graduate of the Ontario School of Art. The Institute was opened as a Free Public Library March

28, 1888. Negotiations with Andrew Carnegie were entered into in 1902 with a view to financing the construction of a library building and $13,500 was secured on the town's guarantee of a minimum annual grant of $1350 for maintenance. A red brick structure in modern Greek style was opened to the public July 6, 1904. In 1920 the shelves contained 7661 volumes, the legislative grant was $181.85 and $2116.11 was spent on books and salaries.

There are also free public libraries at Little Britain and Oakwood with 3028 and 2177 volumes respectively, and association libraries at Manilla with 5063 volumes, at Fenelon Falls with 1867 volumes, at Bobcaygeon with 1486 volumes, at Kirkfield with 1512 volumes, at Cambray with 2360 volumes, at Omemee with 1716 volumes, and at Kinmount with 1617 volumes.

Technical School Founded.

In the autumn of 1919 an Industrial and Technical School was organized in Lindsay under the direction of T. A. Kirkconnell, B.A., LL.D., Principal of the Collegiate Institute. There was a registration of 186 pupils, to whom instruction was given by a staff of 14 teachers. The only fee was $1.00, refundable in all cases where 75% attendance had been made. All classes were held in the evening in the Central public school building. Tuition was given in Shop Mechanics, Drafting for Woodworkers and Ironworkers, English, Commercial Subjects, the Railroad Airbrake, and Sewing and Dressmaking. The term lasted from November 1, 1919, to March 31, 1920. Interest was sustained until the end. The most gratifying feature of the work was that the pupils registered were in the great majority of cases precisely those persons (clerks, artisans, mechanics, housekeepers, etc.) who might be expected to reap immediate benefit.

In November 1920 the Night School was reopened under the principalship of Thomas Firth, M.A. The subjects of Motor Mechanics, Millinery and Home Nursing were now added to the curriculum. The future possibilities of the school, as an institution for the continued education of the whole community, are very great indeed.

Present Needs of our Schools.

In spite, however, of all the development of Victoria county's schools, as already sketched, and in spite of heavy expenditure in the past and the present, our school system is still far from perfect.

Perhaps the most pressing need of the times is a proper medical inspection of all school children. The system began in Belgium in 1874, has since been adopted in France, Germany, Austria, England, Japan, many of the United States, British Columbia, Manitoba, Saskatchewan and Alberta, and only found favor in the supposedly enlightened province of Ontario in 1916. The Department of Education then began to urge its adoption and to assist in conducting medical surveys. In one case out of 3300 children examined fewer than 100 were found to be without defects, and of the great number of defectives about 30% were curable by the simplest kind of a surgical operation. If the defects were not remedied the children would in some cases be condemned to lives of comparative uselessness, while in all cases their powers would be impaired, their progress retarded and the seeds of incurable disease perhaps planted. Another survey conducted this year in three townships in Lambton county found that out of 1286 pupils examined 82% were defective. Such instances could be multiplied by reference to other surveys.

Victoria county still remains in heathen darkness in this matter. In November 1920 the local Women's Institute sought to stir the school authorities up to action. The movement has, however, been blocked apparently through the hostility of the doctors, who should be the most enlightened sponsors of the project but who are perhaps unable to agree to co-operate because of incompatibility of professional temperament. It is to be hoped that the Women's Institute will refuse to accept defeat, for the need is urgent and neglect is a menace to the community.

Another necessary measure, affecting only the outside students in attendance at the Collegiate Institute, is the ensuring of proper lodging and guardianship. A residence or hostel for the girls, run at cost and headed by a responsible matron, is very desirable, for protection is needed today from a pack of wolves whom the pioneers knew not of. Boarding houses, too, should be supervised, not officiously but maternally and with only the students' interests at heart.

In the larger public schools we shall soon hope to see applied a new method of grading children according to intelligence capacity. A school of modern psychologists, beginning with Alfred Binet, a Frenchman, in 1904 has worked out a remarkable system for measuring intelligence as the capacity of the mind, rather than the actual knowledge accumulated through study. The tests employed demonstrate the vast difference in intelligence which all teachers know to exist between one child and another and solve most problems associated with retarded or precocious children by enabling the teacher to assign them tasks commensurate with their actual ability. The accuracy of the results obtained has been vindicated for all time by wholesale experiments on the American Army, and the time is not far distant when our Ontario school system will recognize, measure, and accommodate the individual differences in intelligence between child and child.

Manual training for boys, more particularly in the town schools, is much needed. The aim of education is not the accumulation of stores of miscellaneous information which the adult gets from encyclopedias, dictionaries and other works of reference, but the training of the mind to deal with these problems when maturity is reached. The development, through adequate training, of a great variety of muscles, especially those of the hand, brings corresponding growth in the brain centres by which they are controlled. The country boy, through his use of many implements and tools, has thus an immense advantage in actual brain development over the modern town boy. The only

practical remedy for this deficiency in the life of the town boy is to supply classes in manual training.

This need not be detrimental to efficient training in the three R's. It has been conclusively demonstrated by modern psychologists that in each subject there is a time limit within which the best results are secured and beyond which instruction is unproductive. For example, half-an-hour a day on arithmetic and ten minutes on spelling have been found to give as good results with Public School pupils as an hour and a half on arithmetic and forty minutes on spelling. Obviously ample time can be spared for manual training.

For girls training in domestic science cannot be too strongly advocated. Our school system has been planned for boys and no provision has been made for girls. From the time that little girls of six or seven begin their primary work in the public schools until the day of their graduation from a university no class of any kind is as a rule provided that has any bearing on their ultimate paramount duty of home-making. Domestic science is a crying need in our Victoria county schools, and government grants are so generous that the municipal cost would be insignificant.

The relationship of girls to higher education is an advanced form of this problem. Statisticians have secured data as to the families of all graduates from a number of leading woman's colleges during the period 1860-1890. It has been found that the average graduate is represented in the next generation by 0.86 of a child. For every 6 possible mothers there are only 2 daughters. In a century every 100 of such women would be represented by 4 sickly great-granddaughters. If the entire population of Canada were to perpetuate itself at such a rate it could in three centuries be housed comfortably in Fenelon Falls or Bobcaygeon.

Something must be radically wrong with an educational system which has such appalling effects on womanhood. The scientific explanation is that the stress of advanced studies burns up in brain activities the energy which would normally go toward the maturing of the natural functions, and so virtual sterility is brought about.

But a still wider accusation touches the wrong perspective of life which is given the higher student. She either strains over heavy male courses, designed to fit her for an independent position in a male civilization or else toys with easy trivialities. All too often as a result, the essentials of existence are lost to her, her instincts are prevented from reaching normal maturity, she comes to regard motherhood as a clog on a wheel of intellectual interests or social indulgence and all thought of racial responsibility and of racial morality is deadened. Our system of feminine higher education needs a drastic recasting before it will cease to be a menace to womanhood and the race.

Chapter XIII.

Military Annals of Victoria

The essence of the militia system is as old as Anglo-Saxon history. The recognition that citizenship involves the responsibility of military service (as well as the establishment of laws for the enforcement of such service) is part and parcel of our racial inheritance. On careful retrospection we find that in Saxon England all freemen between the ages of 15 and 60 who were capable of bearing arms were bound under heavy penalties to go forth at the king's summons to the "fyrd" or general levy. The levy of each shire took the field under its "alderman" or military chief. Its service held a double aspect. As a civil force the levy was known as the "posse comitatus," which might be called on to arrest criminals and suppress riots. As a military force it was called out to defend the realm in civil war or against foreign foe.

This general levy was always difficult to raise and hard to keep together, so that the Saxon kings depended much more, especially for foreign wars, on a well-armed semi-permanent force of military dependents or thanes, to whom they granted land on the condition of military service. The Norman Conquest substituted for the thanehood a similar but much more rigidly feudal aristocracy of Norman war-lords. Norman feudalism petered out in the course of six centuries, and in 1660 Charles the Second abolished the obsolescent feudal levy and substituted a small standing army on the basis which still serves today.

The liability for all able-bodied men to serve in the general levy, however, still continued. The summons to serve would be issued in each case by the sheriff of the county in the form of a royal writ or "commission of array." By the end of the sixteenth century the practice had become established of selecting from peace-time musters a convenient number of men for annual drill and intensive training. The command and control of these Trained Bands became one of the principal subjects of dispute between Charles the First and the Long Parliament, and in the protracted controversy the word "militia" first came into general use. By a Militia Act of 1662 the training of these county bands was discontinued and a system set up re-establishing the direct responsibility of all property owners to give service or subsidies of men, horses and money in proportion to the value of their property. Amendments have been made to this Act from time to time, but its provisions summarize fairly well the ancient system, which, through various statutory phases, has persisted even to our own day.

Early Militia Organization in Canada.

When Canada passed under British control in 1763, her new rulers soon imposed the traditional militia system of their race. In the form of levy which was ultimately accepted for many years all the able-bodied men of the country between 16 and 60 were organized into battalions of "sedentary" militia. Every member of these battalions was supposed to provide himself with arms and ammunition. Officers were appointed by the Crown to command and discipline the respective units. Parades were held for two days in each year for drill and the inspection of arms.

The Militia were liable to service in time of war, rebellion, riot or invasion, and could be kept mobilized for not more than six months. Quakers, Mennonites, and Tunkers paid an annual exemption fee of twenty shillings in peace time and ten pounds in war time.

No pay was issued to militiamen. On the contrary, militia officers were actually mulcted certain fees on receiving their commissions. The scale of such deductions was as follows:—Lieut.-Colonels, 30 shillings; Majors and Captains, 20 shillings; Lieutenants, Paymasters and Surgeons, 15 shillings; Ensigns and Quartermasters, 10 shillings. These fees were collected by the Officer Commanding and remitted to the public treasury.

Local Militia in 1828 and 1838.

The first record to be found in the Archives of Ottawa of any militia organization affecting the townships now included in Victoria County is under the date of 1828. In that year the 2nd Regiment of Durham Militia, commanded by Lt.-Col. Robert Henry, had Christopher Knowlson of Omemee as one of its captains, and numbered Wm. Cottingham, James Laidley, Samuel Cottingham, John Knowlson, Francis Henderson and Wm. Fee among its lieutenants. This unit was called out in 1837, but took no part in the skirmishes of that stormy year.

In 1838 all laws relating to the organization and training of the Militia were reduced into one Act. Under this statute a general reconstruction of units took place. The landholders of Emily and Ops became the 4th Regiment of Durham Militia, and those in Verulam, Fenelon, Eldon and Mariposa the 5th Regiment of Durham Militia.

The personnel of the regimental staffs was as follows:—

4th Regiment of Durham Militia.

O. C.—Lieut.-Colonel John Logie.

2nd-in-Command—Charles Rullan.

Captains—Edward Davidson, Francis Henderson, Wm. Cottingham, Christopher Knowlson, Joshua L. Hughes, Thomas Lee, Sr., Angus McDonald, Jesse Purdy.

Lieutenants—Samuel Cottingham, Cheeseman Moe, Alex. Logie, Richard Hughes, Thomas Sowden, Isaac Rea, Gerald Patterson, Hazzard Purdy, John Miller.

Ensigns—Charles Hamilton, Edward Davidson, Wm John Logie, Richard Barlham, George Henry Marsden, Roger McHugh, Terence Brady, Richard Shaw.

5th Regiment of Durham Militia

O. C.—Lt.-Col. A. S. Fraser.

2nd in-Command—Major Jas. Wallace.

Captains—Thomas Need, John Langton, Robert Dennistoun, Duncan Cameron, Jacob Ham, James Dunsford, Mossom Boyd, Samuel Devlham, Hector McDonald, Gavin Hamilton.

Lieutenants—George Toker, Hartley Dunsford, Israel Ferguson, Geo. Hamilton, Dundas Edward Atthill, Benjamin Beresford, George Dunsford, Alexander Dennistoun, Henry Thomas Wickham, Charles Hare.

Ensigns—Morgan Richard Jones, Alex. Ross, Robert Hamilton, Joseph Parker, Martin Dunsford.

The two units mustered 663 and 528 (all ranks) respectively.

Changes in 1847 and in 1851

In 1846 the Oregon Boundary dispute with the United States was made crucial by the mouthings of demagogues who clamored for "Fifty-four-forty-or-Fight." Under the tension of this menace the Canadian government passed a new Militia Act and prepared to set its house in order in the event that hostilities should break out.

The townships of our present county became, in January 1847, part of a new organization. The militiamen of Emily, Verulam and Somerville now constituted the 4th Battalion of Peterborough Militia; those in Ops, Fenelon, and Bexley the 5th Battalion of Peterborough Militia, and those in Mariposa and Eldon the 6th Battalion of Peterborough Militia. On the incorporation of Victoria County in 1851 these units became the 1st, 2nd and 3rd Battalions, respectively, of Victoria Militia.

Their staffs were as follows:—

4th Peterborough (later 1st Victoria) Battalion

O. C.—Lt.-Col. Edward Davidson.

2nd in-Command—Major Francis Henderson.

Captains—Wm Cottingham, Christopher Knowlson, James Dunsford, Mossom Boyd.

Lieutenants—Chas. Hamilton, Edward Davidson, Jr.

Ensigns—John Sullivan, Charles Hartley, Joseph Lee.

5th Peterborough (later 2nd Victoria) Battalion

O. C.—Lt.-Col. A. S. Fraser.

Captains—Alex. Logie, John Graham, Thomas Keenan, Wm. McDonell, Thomas Rea.

Lieutenants—Isaac Rea, Roger McHugh, G. B. Roche, James

Graham, John Pyne.

Ensigns—James Maloney, Martin Hogan, Charles Logie, E. D. Brock, Horatio Stephenson, Thomas Pyne, James Finnigan.

6th Peterborough (later 3rd Victoria) Battalion.

O. C.—Lt.-Col. Samuel Davidson.

2nd-in-Command—Major Hector McDonald.

Jr. Major—Major Elridge R. Irish.

Captains—Andrew McPherson, William Webster, Wm. McCready, James McPherson, Israel Ferguson, John R. Lytle, W. Davidson, James Wheraley, Donald Campbell, John Wylie, Matthew Emmerson.

Lieutenants—John Haight, Neil Smith, Edward Mathew, Hugh McFadyen, Wm. Foster, Stephen Dundas, Alexander McLean, James Davidson, Henry McNeil, Duncan McFarlane, Alexander McTaggart.

Ensigns—John McLaughlin, Charles Ross, Patrick O'Brien, Robert Ewing, Wm. Stephenson, John Kingsland, Joseph Perrin, James Foster, James Emmerson, Sidney McKenzie, Thomas Clark, Samuel Irwin.

Effects of the Trent Affair, 1861.

The year 1861 brought a new war scare and consequent reactions in the defensive organization of Canada. The American Civil War was in progress. On November 8, an over-zealous Federal captain, Commodore Wilkes of the U. S. S. San Jacinto, stopped the British steamer "Trent" on the high seas and took off by force two Commissioners of the Confederate Government who were on their way to London and Paris. Britain demanded reparations and an apology for this affront, and for a time war involving Canada of course as a British dependency seemed imminent. The militia was got into a state of comparative readiness, while many volunteer infantry and rifle companies were raised and drilled. In Lindsay the "Queen's Own Lindsay Rifles" were organized on December 20, 1861. The officers were Captain John David Smith, Lieut. Adam Hudspeth and Ensign Robert Green. Fortunately, however, the apprehended emergency had not to be faced. The wise diplomacy of the Prince Consort in England and of Lincoln in the United States healed the breach. The minutes of danger passed. On August 18, 1866, the Queen's Own Rifles were officially disbanded.

A more permanent result of the Trent Affair came through the appointment in 1862 of a Royal Commission, to consider a more effective reorganization of the militia. As a result of its deliberations there was created in 1868 a Militia Department presided over by a cabinet minister. Provision was made for an active or volunteer militia force of 40,000 men, backed by a sedentary militia of first and second class service men and reserves. While many minor amendments to this system have been made from time to time, the most important reorganization was accomplished by a Militia Act introduced in 1904 by Sir Frederick Borden, then Minister of Militia. By this

Act Canada was divided into thirteen military districts, each under a District Officer Commanding. All male inhabitants between the ages of eighteen and sixty were to be liable for military service. The first line of defence in time of war as well as the training school of the nation in time of peace was to be the Active Militia, with its authorized establishment and annual training. The rest of the eligible classes of the population might be called out to serve in times of emergency as was done with certain classes by the Military Service Act of 1917.

The Fenian Raids Stimulate Enlistment

But let us return to the sixties. After the Trent affair the next stimulus to defensive zeal came from the Fenian raids. In 1866 the American branch of the Fenian Brotherhood (more recently reincarnated as the Sinn Fein) planned an invasion of Canada to avenge the failure of an uprising in Ireland. On June 1, 1866 a force of 1500 Fenians, chiefly veterans of the Civil War, crossed the Niagara River under the command of General John O'Neil and reached Ridgeway by the following morning. Here they inflicted a sharp defeat on a Canadian force of 850 men under Lt.-Col. A. Booker. Stronger contingents menaced them, however, and they withdrew to the American side.

The immediate effect of this initial loss to the Canadians was the enthusiastic organization of defence forces throughout the whole country. In Victoria county three independent infantry companies were formed at Lindsay, Omemee and Bobcaygeon respectively.

The Lindsay company was officered by Capt. John R. Smith, Lieut. Adam Hudspeth and Ensign George Matthews. The Omemee company was under Capt. W. H. Cottingham, Lieut. J. J. English and Ensign Thos. Stephenson. The officers of the Bobcaygeon company were Capt. H. D. Sheffield, Lieut. Gardiner Boyd and Ensign Lewis Parker.

While the Fenian menace lasted the companies drilled every evening and three afternoons a week. They were, however, to have no share in active service for the Fenians' first success was their only success and every subsequent foray became a fiasco.

History of the 45th Regiment.

On November 16, 1866 the 45th "West Durham" Battalion of Infantry was organized with headquarters at Bowmanville and four companies in Bowmanville, Orono, Cartwright and Newcastle respectively. Its Commanding Officer was Lt.-Col. Frederic Cubitt.

The three independent companies in Lindsay, Omemee and Bobcaygeon died a natural death. Two new companies of the 45th Regiment were then organized, No. 5 in Omemee and No. 6 in Lindsay. The officers of the former company were Capt. Wm. Cottingham, Lieut. Jas. English and Ensign Wm. Best, and of the latter company Capt. John Thirkell and Lieut. Dan Ross.

The succeeding years were to witness the gradual shifting northward of the 45th Regiment. In 1875 No. 4 Company was established at Fenelon Falls instead of at Orono. In 1884 Lt.-Col. Cubitt was succeeded in the command by Lt.-Col. John Hughes and he in turn, on June 5, 1897, by Lt.-Col. Sam Hughes, M. P.

Under this new commander the headquarters of the unit were transferred from Bowmanville to Lindsay, and its title altered to "The 45th Victoria Battalion of Infantry." By this reorganization, No. 1 company was at Cameron, Nos. 2 and 3 at Lindsay, No. 4 at Omemee, No. 5 at Janetville, and No. 6 at Woodville. In 1900 No. 5 Company was shifted from Janetville to Fenelon Falls and the transformation from a Durham county unit to a Victoria county unit was complete. Since that time the location of the companies has varied but has always remained within the limits of Victoria county and the subsidiary county of Haliburton on the north. In addition to the stations enumerated above, Bobcaygeon, Little Britain, Oakwood, Norland, Tory Hill, and Haliburton have also been company headquarters at one time or another. In 1920 the unit was reorganized as the 45th Victoria and Haliburton Regiment.

Lt.-Col. Sam Hughes was succeeded on Jan. 21, 1903, by Lt.-Col. Robert Sylvester. Subsequent commanding officers have been Lt.-Col. Fred Holman Hopkins, appointed Sept. 5, 1910; Lt.-Col. J. J. H. Fee, appointed October 14, 1914, and Lt.-Col. R. H. Anderson, appointed October 16, 1916.

The Saskatchewan Rebellion, 1885.

The militia of Victoria County have seen active service on three occasions, viz., in the Saskatchewan or Second Riel Rebellion of 1885, in the Boer War, and in the World War of 1914-18.

The Saskatchewan Rebellion was the result of sheer stupidity on the part of the Canadian government. The Northwest Territories had been taken over from the Hudson Bay Company in 1870 and the Canadian Pacific Railway had been begun in the early eighties. The half-breeds or Metis along the Saskatchewan River asked that they be given a legal title to the land which they occupied. The government admitted the justice and reasonableness of this request but with criminal inertia allowed the matter to go unheeded, in spite of urgent solicitation by the North West Council and others who saw the rising storm.

At last the tempest broke. The half-breeds found that constitutional agitation was hopeless and began open hostilities. On March 26th, under Louis Riel, the outlawed leader of a similar rebellion in Manitoba in 1870, and Gabriel Dumont, a resourceful half-breed, they defeated a detachment of Mounted Police at Duck Lake, killing twelve and wounding twenty-five. Two Indian chiefs, Poundmaker and Big Bear, at once went on the war-path, the former near Battleford and the latter at Frog Lake and Fort Pitt farther to the north-west.

The powers at Ottawa now awoke at last and ordered the mobilization of a punitive force. Part of the contingent then called out was a "Midland Battalion" of infantry consisting of two companies from the 46th Militia Regt. and one each from the 15th, 40th, 47th, 49th and 57th Regiments. The Officer Commanding this unit was Lt. Col. A. T. Williams of Port Hope, the Senior Major was H. R. Smith, of Port Hope, and the Junior Major Colonel Deacon, of Lindsay.

The personnel of the 45th detachment from Lindsay and the surrounding district was as follows:—Major John Hughes, Capt. J. C. Grace, Lieut. George E. Laidlaw, Color-Sgt. McMurchy, Sergeants Christie and Hullard, Corporals McKee and Hall, Privates Barton, Bennett, Brown, Bealing, Charlton, Crawford, Fishley, Fryer, Gregory, Gale, Gamble, Galbraith, Henry, Hepburn, Higgins, Irwin, Jeffrey, John, Just, Kayley, Keegan, Keele, Latimer, Lee, McDonald, Moore, Moyse, Pratt, Porter, Savage, Skinner, Smith R., Smith S., Turner, Veitch, Williamson, Wilson J., Wilson W., and Woods.

On April 1, 1885, these troops left Lindsay to report at Kingston. Five days later the Midland Battalion, mustering 383 men and 24 officers, entrained at Kingston for the scene of action. The section of the C.P.R. lying to the north of Lake Superior was not yet complete, and on April 12th the battalion marched twenty miles in a blinding snow-storm across the ice of Lake Superior to cover a gap in railway service. They reached Winnipeg on the 18th and went into camp at Swift Current on the 19th. General Middleton, the Commander-in-chief in the North West, now had a force of [illegible] infantry, [illegible] cavalry and 30 artillery. He divided this force into three columns. The first was to march under his own command to attack Riel and Dumont at their headquarters at Batoche. The second, under Lieut.-Colonel W. D. Otter, attacked Poundmaker near Battleford. The third, under Major-Gen. Strange, marched from Calgary towards Edmonton, near which Big Bear was supposed to be encamped.

Lindsay Soldiers Lead Batoche Charge.

By the time the Midland Battalion arrived at Swift Current, General Middleton's column had already set out and had been severely stung by an ambush at Fish Creek. The Midland Battalion came down the river on the steamer Northcote and joined Middleton on May 5th. Four days later they faced the rebel position at Batoche. Here the enemy had established a strong line of rifle-pits across a scrubby ravine. Two days were spent in ineffectual skirmishing. On the afternoon of the 11th of May the force was brought out again with orders to skirmish and raid but not to charge the enemy's position. The troops were greatly exasperated by such warfare, however, and as soon as they got into touch with the enemy "C" Company (the Lindsay volunteers) of the Midland Battalion launched a charge against the rifle-pits. They were at once supported by their comrades and by the Grenadiers of Toronto, and swept down the ravine through the dense, scraggy underbrush. General Middleton accepted the situation and ordered all the rest of his force into action. Batoche village was soon captured and the backbone of the rebellion broken. Riel was taken prisoner on May 22nd, and Dumont fled to the States.

Meanwhile Colonel Otter's column had accepted heavy losses in an attack on Poundmaker at Cut Knife Hill on May 2nd. The object of this attack had been to prevent a junction of the forces of Poundmaker and Big Bear and their combined march to Batoche. At the cost of eight killed and thirteen wounded, Otter achieved this objective. Poundmaker thereafter remained inactive and soon surrendered to the joint forces of Otter and Middleton.

General Strange, with his third column, the Alberta Field Force, was unable to come to grips with Big Bear but succeeded in keeping that chief so continually on the move that he at last repented of his hostilities and gave himself up.

The net results of the rebellion were that the half breeds received all that they had originally sought and that Canada paid $5,000,000 for a campaign brought on by the stupidity of her politicians.

The Victoria County Rifle Association.

The Saskatchewan outbreak aroused fresh interest in rifle practice, and on May 29, 1885 the Victoria County Rifle Association held its first match. J. A. Williamson of Lindsay made the highest aggregate score and took first prize in the all-comers' match. Robt. Sylvester of Lindsay carried off the county council cup in the association match."

The first range was in the 4th concession on a farm owned by one Twohey west of the present House of Refuge. On May 24, 1892 a new 600 yard range was opened at the head of Lindsay street north north of the town limits. This was superseded in turn by a range on the James Hopkins farm northwest of the town. About a decade ago, Dominion regulations were passed requiring a clear zone of 2500 yards (practically a mile and a half) behind the targets on every rifle range. No such conditions could be secured in South Victoria, and the Rifle Association collapsed.

During the history of this local rifle association one of its members, Major J. A. Williamson visited England twice, in 1892 and in 1894, on the Canadian Bisley team. On his first trip he made over $150 in prize money.

Events Leading up to Boer War

The second way in which men from Victoria County saw active service was the Boer War of 1899-1902.

The origins of this struggle are to be found as early as 1814

when, after the Napoleonic wars, England took over, for [illegible]000,000 compensation, Cape Colony, a possession of Holland, who had been an ally and dependent of France. The Dutch colonists, or Boers, were greatly incensed at the subsequent immigration of Englishmen and the abolition of slavery in 1834. In 1836 and the years immediately following some 15,000 Boers withdrew from Cape Colony to the wilderness which lay far to the north in the interior and set up two independent republics, Orange Free State and the Transvaal Republic. By 1854 England had officially recognized the autonomy of these little countries. In 1877, however, under the imperialistic ministry of Disraeli, the Transvaal Republic was abruptly declared annexed to the British Empire. Gladstone succeeded Disraeli as British premier in 1880 and opened negotiations with the indignant Boer leaders with a view to annulling this annexation. Unfortunately, while an amicable settlement was thus in sight, some of the Boers resorted to violence and routed a small British detachment at Majuba Hill, February 27, 1881. British feeling ran high, but Gladstone persisted in his chosen course and signed in 1884 the London Convention, which recognized the independence of the South African or Transvaal Republic, but also guaranteed the right of all white men to reside and trade in the republic and to be liable only to the same taxes as the Boers themselves. The misfortune of this settlement was that the Boers mistakenly fancied that they had won their own independence by force of arms at Majuba Hill and so greatly exaggerated their own strength.

In the following year gold was discovered in the Rand, a mountain range in the Transvaal. A great influx of English miners and speculators followed. These Uitlanders, or foreigners, soon outnumbered the Boers by two to one. The Boer government was an incompetent oligarchy and its leaders were determined to keep control of the state which at the cost of so much hardship they had created in the wilderness. The Uitlanders were accordingly denied citizenship but were forced to render military service and to bear the brunt of taxation. Their demands for more generous treatment were backed by Britain but were refused by the Boers. In 1895 an ineffectual raid was made on the Transvaal by Dr. Jameson, the administrator of the neighboring British colony of Rhodesia. The raiders were captured and turned over to Britain. The British authorities, however, treated the offenders very leniently and actually shielded the real instigator of the invasion, a millionaire capitalist-statesman named Cecil Rhodes.

The Boers, under their president Paul Kruger, now began to prepare for war. Vast supplies were collected. Foreign mercenaries, chiefly Germans and American Fenians, flocked into the country. A staff of German artillerists under Colonel Schiel undertook the training of the Boer army. At last, when all was ready, an impossible ultimatum was issued to Britain on October 9, 1899, and two days later war broke out Orange Free State threw in its lot with the Transvaal and the two republics set a force of 60,000 mounted fighters in the field.

The Sending of Canadian Troops.

On October 13th the Canadian government decided to accept an invitation of the British War Office to participate in the struggle.

As a first contingent a unit of 1000 men known as the 2nd (Special Service) Battalion, Royal Canadian Regiment was mobilized and placed under the command of Lt.-Col. (now Major-General Sir William) Otter. The following men from Victoria County went with this unit:—Lieut. Suddaby of Beaver River, Sergt. McCrae of Omemee, Corporal Dobb of Burnt River, Corporal A. J. Mathews of Lindsay and Privates Carbine, McGregor and Williams of Lindsay. This unit sailed for Cape Town October 30, 1899.

Lt.-Col. (now Lieut.-General Sir Sam) Hughes was in command of the 45th Regiment at this time and was very zealous in service. However he wrote some very unorthodox letters to Major-General Hutton, head of the Canadian forces and was therefore denied the privilege of serving with Canada's contingent. He nevertheless went to South Africa on his own initiative and took part as Special Service Officer and Railway Staff Officer in the Imperial Forces operations in Cape Colony.

Early in 1900 Canada sent a second contingent consisting of two regiments of mounted rifles known as the Royal Canadian Dragoons and the Canadian Mounted Rifles respectively and three batteries of artillery designated C, D, and E. With this draft went Sergt. Thos. Gifford, Trooper Ernest Eagleson and Gunner Perrin, of Lindsay and Gunner James Moffatt, of Valentia.

Still another unit sailed in March. This was the "Lord Strathcona's Horse," a regiment of cavalry equipped and supported by the Canadian High Commissioner at London. Lieut. George E. Laidlaw of Balsam Lake, Alex. Skinner of Lindsay and Wm. J. Blake of Victoria Road represented Victoria County in this unit.

The Progress of the War

At the outset of the war the Boers rushed out into the British colonies which surrounded them and laid siege to Ladysmith in Natal, to Kimberley in Griqualand West, and to Mafeking in Bechuanaland. The British field armies sought to raise these sieges and suffered disastrous reverses at Magersfontein and Colenso. The War Office then awoke at last to the seriousness of the situation. On December 17, 1899 Lord Roberts was appointed Commander-in-Chief of the forces in South Africa and Lord Kitchener his Chief-of-Staff. They sailed from England five days later and by February 12, 1900 were ready to begin a great offensive movement across the veldt to Bloemfontein, the capital of Orange Free State. With their army of

38,000 men went the R.C.R. under Lt.-Col. Otter.

On February 15th the cavalry under General French raised the siege of Kimberley. On the 18th a Boer force under Cronje turned to face the British at Paardeberg. The ensuing battle lasted five days, and it was the Canadians who finally forced the Boer position at the cost of 119 casualties. Still other enemy forces barred the way to Bloemfontein but these were quickly brushed aside at Poplar Grove on March 7th and at Driefontein on March 10th. Roberts entered Bloemfontein on March 13th. Typhoid fever now broke out and took heavy toll from the army. For five weeks the Royal Canadian Regiment was practically all out of action, but on April 21st all who were well set out eastward with a force under General Ian Hamilton. They cleared Boers away from their positions at Israel's Poort on April 25th and at Thaba Mountain on April 30th. These battles left the country east of Bloemfontein free from the enemy.

Meanwhile the other Canadian units had not been completely idle. From March 10th to April 14th "D" and "E" Batteries of artillery and the Canadian Mounted Rifles formed the greater part of a column under Sir Charles Parsons which marched through alkali deserts from Carnarvon to Kenhardt and mopped up a rebellion throughout the wild hinterland of Cape Colony. "C" Battery under Major Hudon, was sent on a more distant mission. It was landed at Beira in Portuguese East Africa and taken on a long railway journey west and south through Rhodesia and Bechuanaland, at last to join the forces of Colonel Mahon and Colonel Plumer and relieve Mafeking on the 17th of May, 1900.

On May 1st Roberts started a great forward movement from Bloemfontein north to Pretoria, the capital of the Transvaal Republic. An army of 40,000 men including the R.C.R., R.C.D. and C.M.R., moved forward on a forty-mile front. The Boers offered repeated resistance at Vet River, Zand River, Doornkop and elsewhere, but were pushed steadily back until at last Pretoria was taken on June 5th, 1900.

This seventeen-weeks campaign of Lord Roberts, from February 12th to June 5th ended the war proper. Almost two full years of guerilla warfare were necessary however before the Boers consented to come to terms.

The R.C.R. sailed for Canada in October, 1900. Of its original strength 46 had died and 123 had been wounded. The R.C.D., C.M.R. and the artillery left for home in December. The R.C.D. had taken part in 40 engagements and had had 56 casualties. The C.M.R. had been in 32 engagements and had had 44 casualties. "D" Battery's chief work had been on the lines of communication and "E" Battery's heaviest campaign under Sir Charles Warren in Griqualand West.

Lord Strathcona's Horse was ultimately sent in from Durban and attached to Buller's Army at Zand Spruit. Here they served as

scouts, guards and escorts to convoys. From July 1 1900 to January 8 1901 details of the regiment were almost daily under fire. It sailed for Canada on January 20 1901.

Canada's official contribution to this Boer War was 150 officers and 3607 men. The total cost was $2 830 960 07, a little more than half the expense incurred in the Saskatchewan Rebellion of 1885.

Formal peace was signed on June 1 1902 and the Transvaal Republic and Orange Free State became British dependencies. A Liberal ministry which came into power in England in 1906 wisely granted these colonies responsible government and sanctioned in 1909 a federal Union of South Africa. Time has vindicated overwhelmingly the wisdom of this course.

Outbreak of World War in 1914.

The third and latest war in which Victoria County has taken part was the World War of 1914-18.

From the time of the accession to the German throne of William II in 1888 the leaders of the German people deliberately planned for a war through which Germany would subjugate and dominate the world. King Edward VII of England saw the coming storm and achieved the Triple Entente with France and Russia. The outbreak was to have come in 1908 the year of the first completion of the Kiel Canal but Lord Fisher of the British Admiralty actually forced a postponement for six years by inaugurating the Dreadnought type of battleship and so rendering the Kiel Canal obsolete. A reconstructed canal was ready by 1914. During the spring of that year Germany quietly sold out most of her foreign investments and began to call in her reservists. On June 28th the heir to the Austrian throne was assassinated. Germany and Austria spent a whole month more in secret preparation unsuspected by a tranquil world and then deliberately precipitated a hideous struggle which was to involve 60 millions of soldiers and to cost $210 000 000,000 and 11 443 700 lives.

Victoria County Enlistments.

Canada, as part of the British Empire, became involved August 4 1914. A First Contingent of 33 000 men was mobilized at Valcartier near Quebec and sailed for England on the 3rd of October. This prompt achievement was chiefly due to the personal energy of the Minister of Militia, Sir Sam Hughes, of Lindsay.

With the First Contingent went a detachment of 75 men from Victoria County under Lieut.-Col. F. H. Hopkins, Lieut. Walter Kirkconnell, Lieut. W. W. Wilson and Lieut. George Weeks.

The Second and subsequent Canadian Contingents did not cross to England intact. The volunteer system was practised until June 1917 and yielded 450 000 enlistments. The government then enforced conscription and secured 100 000 more recruits.

The chief contributions of Victoria County after the First Contingent had left were to the 21st, 39th, 109th and 252nd Battalions. 'F' Company of the 21st Battalion, (Second Contingent) contained 110 local men. The 39th Battalion had a somewhat smaller number. The 109th Battalion, commanded by Lt.-Col. J. J. H. Fee, was actually mobilized in Lindsay and reached a strength of 1000 in the spring of 1916. The 252nd Battalion, under Lt.-Col. J. J. Glass was not so successful for it was organized in the lean days when voluntary enlistment was petering out. Many other Victoria County boys enlisted in units elsewhere so that the rolls of the local units would not be at all representative. An authoritative list of all who enlisted from this county could easily be compiled but would violate the proportions of a brief history of this sort.

Victoria County Soldier Dead.

It has been thought wise, however, to include the following list of 305 heroes from this county who gave their lives for the cause of righteousness. The basis of this record is a list which I have prepared from the official files of the Patriotic Fund, which includes all cases where the soldier had designated Victoria County as the home of his next-of-kin. To this definite nucleus I have added many names gleaned from miscellaneous sources of those who also claimed this county as their home but had been transplanted elsewhere prior to enlistment. The complete list is as follows:—

Adams, Charles, Private, Infantry, Lindsay.
Aldous, Thos. Grenville, Private, Infantry, Fenelon Falls.
Alldred, Wilbert Phillip, Lance-Corporal, Infantry, Bobcaygeon.
Allen, J., Battalion Sergt.-Major, Infantry, Lindsay.
Allin, M. C., Lieutenant, Infantry, Lindsay.
Alton, W. R., Private, Infantry, Victoria Road.
Arscott, Thos. Albert, Private, Infantry, Bobcaygeon.
Alcester, Geo. Wilbert, Private, Infantry, Fenelon Falls.
Anderson, Wm. Ray, Lieutenant, Infantry, Lindsay.
Andrews, Henry Wm., Private, Infantry, Lindsay.
Angioro, Patrick Herbert, Private, Infantry, Coboconk.
Arnold, Oliver, Private, Infantry, Mariposa Tp.
Bailey, Joseph Paget (M.M.), Lieutenant, Infantry, Lindsay.
Bailey, W. E., Private, Infantry, Bexley.
Barge, Alfred Arthur, Private, Infantry, Mariposa Tp.
Barfarow, Tracy, Private, Infantry, Coboconk.
Bateman, Russell Albert, Private, Infantry, Kirkfield.
Beecroft, Harvey, Private, Infantry, Fenelon Falls.
Bester, Robert, Private, Infantry, Omemee.
Bole, Clarence B., Private, Infantry, Woodville.
Boucher, William, Private, Infantry, Mariposa Tp.
Boyd, Mossom Richard, Lieutenant, Infantry, Bobcaygeon.
Boyd, Thornton Brideman, Private, Infantry, Bobcaygeon.
Brady, Thos. Edw., Private, Forestry Corps, Lindsay.

Brimmell, Albert M., Private, Arty., Little Britain.
Brooks, Edwin A., Private, Infantry, Bobcaygeon.
Brown, H., Private, Infantry, (C.M.R.) Omemee.
Budd, James John, Private, Infantry, Burnt River
Byng, George, Private, Infantry, Bobcaygeon
Cameron, Alexander, Private, Infantry, Lindsay
Campbell, Alexander, A. L.-Cpl., Infantry, Cameron.
Campbell, John, Corporal, Infantry, Woodville.
Campbell, M. Ross, Private, Infantry, Argyle.
Campbell, Russell A., Sapper, Field Engineers, Kirkfield
Carew, Robert, Private, Infantry, Burnt River
Chambers, Allister, Private, Infantry, Cambray
Castle, George, Private, Infantry, Mariposa Tp.
Clare, Stephen, Pte., Infantry, Mariposa Tp.
Copp, Charles, Pte., Infantry, Mariposa Tp.
Coveforth, Sydney Chas., Sergt., Infantry, Lindsay
Coley, Earle, Private, Infantry, Lindsay
Cragg, Russell Alex., Private, Mounted Rifles, Lindsay.
Crarey, Russell, Private, Infantry, Kirkfield.
Crandal, Wm. Johnson, Corporal, Infantry, Cameron.
Cummings, William, Private, Infantry, Oakwood.
Curtin, Patrick, Private, Infantry, Lindsay
Cuthbert, Samuel, Private, Infantry, Lindsay
Dark, Percy S., Private, Infantry, Lindsay
Dawson, Alfred Simmonds, Pte., Infantry, Kinmount.
Dawson, Hector, Pte., Infantry, Kinmount.
Day, Richard James, Pte., Infantry, Norland
Daynes, Duncan, Pte., Infantry, Eldon Tp.
Denison, Francis F., Pte., Infantry, Bobcaygeon.
Donaldson, Robt. Jean, Pte., Infantry, Fenelon Falls
Elliott, Walter Waldron, Cpl., Infantry, Lindsay
Faulkner, Roy, Infantry, Coboconk
Ferguson, James Wesley, A. L. Cpl., Infantry, Valentia.
Fitzgerald, John James, Pte., Infantry, Head Lake
Fortier, Nelson, Pte., Infantry, Lindsay
Foster, John, Pte., Infantry, Mariposa Tp.
Freeman, Benjamin, Pte., Infantry, Mariposa Tp.
Fry, Henry, Pte., Infantry, Mariposa Tp.
Garbutt, S. E., Nursing Sister, Lindsay
Gifford, Victor R., Driver, Engineers, Lindsay
Gillies, Hector, Pte., Infantry, Lindsay
Gosselin, Alphonse, Pte., Infantry, Downeyville
Gray, John Walford, Pte., Infantry, Lindsay
Grimstead, W. G., Pte., Infantry, Valentia.
Groves, Robert, Pte., Infantry, Burnt River
Goldin, Eric, Pte., Infantry, Lindsay
Glendenning, Stanley, Cadet, Air Force, Lindsay (Sunderland)
Gallagher, W. N., Lieut., Infantry, Omemee.

Hall, Arnold Renalter, Pte., Serv., Lindsay.
Hall, Geo. Carlton, Pte., Infantry, Cambray.
Halliday, Adam Sydney, Pte., Infantry, Fenelon Falls.
Hancock, Armour Ellington, Pte., Serv., Lindsay.
Harper, William, Sergeant, Infantry, Lindsay.
Hartwick, Herbert, Pte., Rly. Tps., Lindsay.
Hill, Joseph Leslie, Pte., Infantry, Bobcaygeon.
Hill, William Albert, Pte., Infantry, Bobcaygeon.
Holliday, Herbert Augustus, Gunner, Artillery, Coboconk.
Hopkins, Fred Holmes, Lieut.-Col., Infantry, Lindsay.
Horton, T., Pte., Forestry Dept., Kinmount.
Houlihan, Cyril, Pte., Infantry, Lindsay.
Howe, J. C., Infantry, Lindsay.
Hughes, Wesley, Pte., Infantry, Burnt River.
Irwin, Norman, Corpl., Forestry, Lindsay.
Jackson, Edward, Private, Infantry, Lindsay.
Jackson, R. G., Private, Infantry, Lindsay.
Jeffers, Frank Alfred, Pte., Infantry, Little Britain.
Johnston, J. A. A., L.-Cpl., Infantry, Bobcaygeon.
Johnson, Reginald, Pte., Infantry, Lindsay.
Johnson, Martin, Pte., Infantry, Fenelon Falls.
Johnson, Willard, Pte., Infantry, Lindsay.
Johnston, Wm. Russell, Pte., Infantry, Manilla.
Junkin, Irvine, Pte., Infantry, Bobcaygeon.
Junkin, Percy John Clayton, Pte., Infantry, Bobcaygeon.
Kent, Wm. Gordon, Pte., Infantry, Lindsay.
King, Henry Wm., Pte., Infantry, Head Lake.
Kinghorn, John, Pte., Infantry, Woodville.
Kirkconnell, Walter Allison, Captain, Infantry, Lindsay.
Kylie, Edward J., Captain, Infantry, Lindsay.
Kirton, Albert, Pte., Infantry, Mariposa Tp.
Kirton, William, Pte., Infantry, Mariposa Tp.
Knowlson, Gibbs, Pte., Infantry, Lindsay.
Lanning, Percy, Pte., Infantry, Mariposa Tp.
Leach, Albert Kenneth, Pte., Infantry, Lindsay.
LeBel, Joseph Francis, Pte., Infantry, Lindsay.
Lee, George Herbert, Pte., Infantry, Woodville.
Lemale, Louis, Pte., Infantry, Lindsay.
Lee, William Geo., Pte., Infantry, Woodville.
Liscombe, H. R., Pte., Infantry, Coboconk.
Lyle, Wilbert Mearl, Gunner, Artillery, Bobcaygeon.
Lyon, Edwin Percy, Pte., Infantry, Little Britain.
Lywood, Wm. John, Pte., Infantry, Lindsay.
Mark, Robert Henry, Pte., Infantry, Cameron.
Matthews, A. J., Captain, Infantry, Lindsay.
Metcalfe, Chas. Norman, Pte., Machine Gun, Fenelon Falls.
Miller, Charles, Pte., Infantry, Lindsay.
Miller, Joseph John, Pte., Infantry, Kinmount.

Mills, Fred Harold, L.-Cpl., Infantry, Omemee.
Mitchell, Thomas, Pte., Infantry, Mariposa Tp.
Morrison, Wm. James, Pte., Infantry, Lindsay.
Murray, Albert, Pte., Infantry, Valentia.
Murtha, James, Pte., Infantry, Downeyville.
Mitchell, Douglas, Pte., Infantry, Lindsay
McDonald, Alexander, Pte., Infantry, Cambray.
McDonald, Kenneth, Pte., Infantry, Cambray
McDonell, Edward, Pte., Infantry, Lindsay
McDougall, Russell, A., L.-Cpl., Infantry, Fenelon Falls
McEachern, John, Pte., Infantry, Woodville.
McEachern, Malcolm, Pte., Infantry, Hartley.
McFadyen, Henry Locke, Pte., Infantry, Hartley
McGann, Joseph Patrick, L.-Cpl., Infantry, Lindsay.
McGill, Ivan Elmer, Pte., Infantry, Lindsay
McGinnis, Sidney, Pte., Infantry, Lindsay.
McGuire, James Patrick, Pte., Infantry, Kinmount
McInnis, D., Pte., Infantry, Mariposa Tp.
McInnis, Chas. Howard, L.-Cpl., Infantry, Lorneville.
McMillan, Wm., Pte., Infantry, Mariposa Tp.
McMurray, George, Pte., Infantry, Lorneville.
McNett, Wm. Geo. Stanley, Pte., Infantry, Lindsay
McKay, Robert, Pte., Infantry, Lindsay.
Naismith, James, Pte., Infantry, Lindsay
Naylor, John Denby, Pte., Infantry, Cameron.
Newell, Alfred Charles, Pte., Mtd. Rifles, Lindsay
Northey, Melville, Pte., Infantry, Bobcaygeon
Owens, M. P., Pte., Infantry, Woodville
Oxby, Wm. Edward, Pte., Infantry, Sadowa.
Padden, Herbert, Pte., Infantry, Lindsay.
Parkes, Cleveland Adair, Pte., Infantry, Lindsay
Parkin, Whyt, Pte., Infantry, Norland.
Parks, Alvin Morse, Pte., Infantry, Lindsay
Patton, Neil Smith, Sergeant, Infantry, Cambray
Peters, Wm. Claude, Pte., Infantry, Omemee.
Pemi, Roy Irvine, Pte., Infantry, Omemee
Pollitt, George, Pte., Infantry, Omemee.
Reeves, Robert, Pte., Infantry, Mariposa Tp.
Robinson, Wm. Morris, Pte., Infantry, Lindsay
Rogers, Garfield N., Gunner, Artillery, Mariposa Tp.
Rushton, Stanley, Pte., Infantry, Lindsay
Russell, Victor, Pte., Infantry, Mariposa Tp.
Ryall, George, L.-Cpl., Infantry, Little Britain.
Rooke, Edwin Marton, Sergeant, Artillery, Oakwood.
Scott, Alexander, Lieut., Infantry, Lindsay (Select)
Sandiland, James Thos., L.-Cpl., Infantry, Lindsay
Saville, George, Pte., Infantry, Mariposa Tp.
Scott, Walter Henry, Prov. Sgt., Infantry, Lindsay

Scott, John H., Pte., Infantry, Mariposa.
Selby, Thos. Ralph, Pte., Infantry, Bobcaygeon.
Shankland, John Wilfred, Pte., Infantry, Fenelon Falls.
Shaw William, Pte., Infantry, Lindsay.
Shea, J. E., Pte., Infantry, Lindsay.
Silverthorn, Howard Wesley, Pte., Infantry, Bolsover.
Stewart, Robert, Pte., Infantry, Mariposa Tp.
Stinson, Chas. Howard, Pte., Infantry, Fenelon Falls.
Stinson, Wm. Norman, L.-Cpl., Infantry, Lindsay.
Sumner, John C., Pte., Infantry, Mariposa Tp.
Swerdfager, Fred, Pte., Mounted Rifles, Lindsay.
Sutcliffe, Chas. H., Major, Infantry, Lindsay.
Swayze, David, Flight Lieut., Air Force, Lindsay.
Swayze, Keith, Flight Lieut., Air Force, Lindsay.
Taggart, Gordon, Pte., Infantry, Cameron.
Tamlin, Melville Edgar, Pte., Infantry, Cambray.
Taylor, Wm. Edward, Pte., Infantry, Victoria Road.
Tough, Archie Russell, Pte., Infantry, Kirkfield.
Trevor, Foster, Pte., Infantry, Lindsay.
Trevor, Ralph, Pte., Infantry, Lindsay.
Trott, Joseph, Pte., Infantry, Mariposa Tp.
Tripp, James Albert, Pte., Infantry, Bobcaygeon.
Truax, Charles Roy, Pte., Infantry, Coboconk.
Truax, Peter, Driver, Artillery, Coboconk.
Vickery, Orville Wilson, L.-Cpl., Infantry, Lindsay.
Watson, Murray, Pte., Infantry, Mariposa Tp.
Weeks, Clare O., Lieut., (M.C.) Infantry, Lindsay.
Wheeler, Charles, Pte., Machine Gunner, Lindsay.
Whetter, Fred Freeman, Pte., Infantry, Woodville.
White, Joseph, Sergeant, Infantry, Lindsay.
Whitney, J. W., Pte., Infantry, Burnt River.
Williams, Arthur James, Major, Infantry, Lindsay.
Wilson, Robert T., Pte., Infantry, Mariposa Tp.
Winchester, Tong, Pte., Infantry, Lindsay.
Wright, J. M., Sapper, Ry. Co'y, Bobcaygeon.
Wilson, Bruce, A., Flight Commander, Air Force, Lindsay.
Wilson, W. W., Lieut., Infantry, Lindsay.

A Brief Summary Beginning from 1914

Adequately to describe the course and context of the conflicts in which these lives were offered up would transcend the limits of several volumes of history. There are compensations, however, in the brevity here found necessary. We are still so close to the World War that it is easy to become confused at the complexity of the military operations of vast armies on numerous and extended fronts. In making a rigid summary of the salient events of the campaigns, especially in so far as they affected the Canadian troops, we shall introduce a sim-plicity which, though somewhat artificial, will enable us better to comprehend and remember our country's share in the colossal struggle.

With the outbreak of war Germany deliberately violated Belgian neutrality in order to pour her armies up the valley of the Meuse and crush the French from an unexpected quarter. They ravaged Belgium most foully and drove their way through Northern France to within fifteen miles of Paris. Then from Sept. 6th to Sept. 10th, at the Battle of the Marne, the French shattered the great German attack and drove the invaders back to the Aisne. There ensued a struggle for position which by the end of October left the opposing armies entrenched against each other all the way from Nieuport (on the North Sea) to Switzerland. In the east Russia was worsted by Germany but was successful against Austria. Turkey entered the war on the German side on November 3rd, thus threatening Britain's position in Egypt and India. Canada had no share in the operations of 1914.

Canadian Share in War in 1915.

In February 1915 the First Canadian Division crossed to France. On April 17th they took up their position in the trenches before Ypres. Five days later on April 22nd, the Germans launched a tremendous drive to break through at this point, destroy the whole line, and gain the channel ports. The diabolical invention of poison gas was now first employed by the enemy. French colonial troops on the Canadian left broke under the terror, leaving a gap of several miles in the allied line. Only the superhuman audacity, bravery and endurance of the Canadians under circumstances unparalleled in warfare, saved the day. Their casualties were 6000 or more than half their number.

Four weeks later on May 18th, the Canadians took part in a British offensive at Festubert which sought to break through to Lille. Ground was won to a depth of 600 yards on a front of four miles, but further progress failed through a lack of munitions. This proven shortage of munitions precipitated a political crisis in England and helped to bring in a Coalition Government. The Canadian casualties at Festubert totalled 2000.

On June 15th the First Division incurred 366 more casualties in a frontal attack on the German trenches at Givenchy. They took their objective but were obliged to fall back because the British troops on the left did not meet with like success.

In September 1915 the Second Canadian Division arrived in France and a Canadian Corps was formed. This Canadian Corps was supplied with a Third Division in January 1916 and a Fourth Division in August 1916.

During 1915 while this inconclusive fighting went on on the western front, Germany inflicted stupendous defeats on the Russian armies and over-ran 5,000 square miles of Russian territory. The

British failed ignominiously in an attempt to capture Constantinople. Bulgaria thereupon entered the war and co-operated with Germany and Austria in the conquest and extinction of Serbia. The only Allied gain in 1915 was the entry of Italy into the war on May 23rd.

Canadian Share in War in 1916.

In 1916 the Germans decided to smash the French army by one terrific, irresistible blow against the stronghold of Verdun. The storm of battle broke on February 21st, but though it raged till the following October the French line did not give way.

On July 1st an Anglo-French army opened a great counter-campaign known as the Battle of the Somme. In this the Canadians had no share until September. Earlier in the year they had incurred heavy casualties during reverses at St. Eloi in April and at Sanctuary Wood on June 2nd, and during a most successful counter-attack at Hooge on June 13th. Now they were to capture a series of German positions: Mouquet Farm, Courcelette and Fabeck Trench on September 15th; Zollern, Hessian and Kenora Trenches on September 26th; Regina Trench on November 11th; and Desire Trench on November 18th. The Canadian casualties in this share in the Somme offensive totalled [illegible]. The total area won by the Allies was small, about 125 square miles.

Other events in 1916 were: A successful Russian campaign in Galicia, the belated entry of Roumania into the war and her speedy subjugation by Germany, and the inconclusive naval battle of Jutland between British and German fleets in the North Sea.

The War's Progress in 1917.

The chief events in 1917 were: the collapse of Russia through military revolution, and final ruinous domination by the Bolsheviki on November 7th; the compensating entry of the United States into the war on April 6th; the serious reverses in Italy in October; the British capture of Bagdad and Jerusalem; and the moderate gains made in the west by the Allies in the battle of Arras (April-June), the battle of the Aisne (April-November), and the British offensive in Flanders (July-December).

In the first stage of the battle of Arras the Canadian Corps captured the almost impregnable fortifications of Vimy Ridge on April 9th, Hill 145 on April 10th, and "The Pimple" on April 12th. The casualties totalled [illegible]. Later the Canadians captured Arleux on April 28th and Fresnoy on May 3rd.

In August the Canadian Corps was employed in the sector opposite Lens in Northern France. The Fourth Division captured the suburbs of La Coulotte and Avion on August 1st, and on August 15th the First and Second Divisions carried Hill 70, a bold hillock north-west of Lens. On August 21st a bloody but inconclusive struggle raged about a great weed-infested slag-heap known as the Green Crassier southwest of the city The capture of Lens was not yet completed when the Canadians were withdrawn and sent to join in an offensive in the Ypres salient

On the 26th of October the Canadians launched their attack on the Passchendaele Ridge, and by November 10th after one of the bitterest and costliest struggles they ever knew obtained their objective and removed the menace of this commanding position from the British front The Canadian casualties in sixteen days totalled 14 [illegible] The total of Canadian casualties during the entire Boer War had been only [illegible]

The Closing Campaigns in 1918.

In the spring of 1918 Germany exacted a ruinous peace from Russia and then turned to hurl at the armies in the west a colossal offensive that would end the war From March 21st to July 18th they won tremendous successes but not ultimate victory The Allies at last achieved unity of command and the new generalissimo Marshal Foch began on July 18th a sweeping counter-offensive which did not halt until the capitulation of the Germans on November 11th.

In this great advance Canada played a glorious though costly part. In the Battle of Amiens (August 8th-17th) the enemy was driven back 14 miles from before the vital railway centre of Amiens, and 25 villages were recaptured. Then the whole Corps was suddenly transferred to the north to fight the Battle of Arras (August 26-September 4th) Here they broke through the Drocourt-Queant switch a vast system of concrete fortresses connected by wired trench lines and huge subterranean tunnels and advanced to the Canal du Nord capturing some 50 square miles of territory On the 27th of September the Canadians resumed the offensive in the Battle of Cambrai which ended on October 9th with the capture of that city

In the three great battles of Amiens Arras and Cambrai the Canadian casualty list reached the staggering total of 37 268 The captures included 830 heavy guns 290 trench-mortars, [illegible] machine guns, and [illegible] prisoners

In a subsequent march from Canal to Mons lesser actions were fought at the capture of Denain on October 20th of Valenciennes on November 2nd and of Mons on November 11th

Meanwhile Britain had eliminated Turkey in Mesopotamia and Syria and an Allied army under d'Esperey had shattered the Bulgarians in the Balkans Bulgaria signed a capitulatory armistice on September 29th Turkey followed her example on October 31st. Austria was badly shaken by Italian attacks and gave in on November 4th. Revolution broke out in Germany the Hohenzollerns fled and the war closed on the 11th of November

Such was the course and the termination of the War of the Nations, in which 200 sons of Victoria County died heroically in the cause of human freedom.

Chapter XIV.

Pages of Parish History

The religious life of a people is a vital factor in its history. Few interests, if any, affect man more closely than his spiritual convictions. To attempt, however, to sketch a century of church development throughout the whole of a county would give only a diffuse confusion of petty parochial details without any unifying principle so as to give the narrative coherence and intelligibility. I have therefore taken the church history of Lindsay, the county town, as typical of that diversity of creed and practice which is so common in our own and other Ontario counties. We have here six denominations of varying strength. The abounding activity of congregations in this new country is nowhere shown better than in the building of churches. From 1841 to 1921 the population of Lindsay has grown from perhaps 50 up to about 8000 and during that same 80 years the local congregations have put up no fewer than 19 church buildings. This seems at once a proof of enormous vitality and a confession of the prodigality of energy and means which goes with diversity of faith and duplication of effort. These points are implicit in the more detailed sketches of individual churches which now follow.

I. History of St. Mary's Church, Lindsay

The pioneer church in Ops and the vicinity of Lindsay was the Roman Catholic church.

Prior to 1840 no priest was stationed locally. Lindsay and the surrounding country lay within the parish of Peterborough and it was from the latter village that pastoral expeditions came.

The first priest to visit Ops was Father Crowley, an elderly Irishman from Cork who had come out in 1825 as shepherd of the Robinson immigrants. His first mass in Ops was said in 1830 in the shanty of John Moloney. Stations were also held at Terence Brady's, Patrick Connell's, Dennis Twohey's and John Murphy's. He received from the government 200 acres of land (lot 18 in the 4th concession) which was ultimately patented in the name of his nephew John Ambrose. The grant was made to help settlement, and a house for storing settlers' effects was built on the west bank of the river. The spot was therefore long known as "the Priest's Landing." Father Crowley was hot-tempered and had many bitter quarrels with his parishioners. It is related that when Patrick O'Keefe and Cornelius Hogan gave him a churlish refusal to pledge money to the church they received his malediction, and within a year O'Keefe became permanently blind and became a cripple for life. He retired in poor health in [illegible] and died at Rochester, N. Y., in [illegible].

His successor, Father Bennoit, was a slight but energetic young man of medium height, described as cultured and eloquent. As his pastoral tours extended as far as Coldwater and Penetanguishene he paid only one visit to Ops. On that occasion he said mass in Dennis Twohey's shanty.

He was succeeded in September [illegible] by Father Timothy O'Meara, a tall, commanding man of forty, who said mass at Terence Brady's and Patrick Connell's.

Father O'Meara was followed in [illegible] by Father Butler, a very small, thin man, who was a native of Tipperary and had previously been a schoolmaster. He paid Ops frequent visits and said mass several times in the house of John Murphy. He was severely injured in [illegible] by falling twenty-five feet from the roof of a church which he was building in Peterborough. It was not, however, until June [illegible], [illegible] that he died, being then in the seventy-fourth year of his life and the nineteenth year of his Peterborough pastorate.

First Resident Priest of Lindsay

Prior to [illegible] one priest, stationed at Peterborough, had to minister to a mission which extended from the Marmora mines on the east to Bowmanville, Orillia, and the back lakes on the south, west and north. To cover all this district in a year, even by travelling on horse-back for three weeks at a stretch, was an almost impossible task. Accordingly the parish of St. Mary's, located at Lindsay, was formed in [illegible] and Father Hugh Fitzpatrick, of Fermanagh, Ireland, was appointed as the first resident priest.

In June, [illegible], Father Fitzpatrick left his previous parish in Adjala township, in Simcoe County, and came to Lindsay by way of Port Perry, with two wagon loads of furniture and his old housekeeper, Mrs. Mason. At Port Perry he was met by Patrick Brady and James Moloney who, as night was at hand, stored his effects in a tumble-down warehouse on the shore of Scugog Lake. Brady and Moloney slept in this warehouse while the priest put up at [illegible] tavern. All were given a nervous night, the two former by rats and the latter by restless Orangemen. In the morning all the baggage—tables, chairs, beds, and high-backed writing-desk—was stowed in a capacious thirty foot dug-out borrowed from "King Connell", the party embarked and their slow voyage down to Lindsay began. At Lindsay they landed at the old mill at the foot of [illegible] street, where most of the villagers had gathered to escort the priest to his home in a log shack in rear of the present Royal Hotel. This shack had been previously used as a shop by Captain Murphy and was later replaced by Hiram Bigelow with a stone store, destroyed in the great fire of [illegible]. In [illegible] and [illegible], however, it served as both church and presbytery.

Father Fitzpatrick soon set about the erection of a church. A lot was secured on what is now the northwest corner of Russell and Lindsay streets. Lindsay Street was then the eastern limit of the townsite. Kent Street was being chopped out for the first time, no other streets were cleared, and the church lot lay in a dense impenetrable swamp of spruce and cedar. In the autumn of 1840 Patrick Brady and Peter Tully were given the privilege of felling the first tree. The site was cleared during the winter and all the timber necessary for building was cut and prepared on the ground. In the spring of 1841 a bee was held and the church raised. The corner men were Patrick McHugh, James Fare, Thomas Heey and James Walker. The main log building, forty feet long by twenty-eight feet wide, was put up in two days. Then the roof was put on by Thomas Vaughan who worked at Purdy's mill. The shingles were made by hand on Peter Greenan's farm by Owen Carlin, Donald Melady, Thomas Heey, Terence Patrick and Michael Brady and Peter Greenan, and when the work of shingling began more men crowded on the roof than could stay there. The sashes for the windows were made by Richard and Michael Lenihan. Then as no nails, glass or putty could be had nearer than Port Hope, Nicholas Connelly and Patrick Leddy went around the parish and collected some thirty bushels of wheat. They took this over the bush trail to Port Hope, sold it, and returned with the needed supplies. The lime to plaster the crevices between the logs of the church was made by James Bryer in a kiln near the present wharf and was laid on by the parishioners under his direction. The floor was made of rough hewn two-inch planks laid down on log joists. The altar was also built of rough boards like a big box. The door was made by Dominic McBride and the hinges and latch by John Cunningham. There were never any pews in the body of this original church. There were however two galleries of four pews each, one on each side, and an end gallery built by Thomas Keenan and Thomas Sprall for their own use.

The first mass in the church was said on November 1, 1841. On Corpus Christi day of the following year the brush piles around the building were burnt and the church itself narrowly escaped destruction.

Music was strikingly lacking in the church. A fiddle was the only instrument heard within its walls. There was no choir but the Gillogly family sometimes sang.

Meanwhile a presbytery was being built at Father Fitzpatrick's own expense on a lot bought by him from the government on the northwest corner of Lindsay and Russell streets. Dominic McBride had contracted for its construction but after putting up the frame in the spring of 1841 he failed to carry it any further. W. Thatcher then finished it in December 1841 and Father Fitzpatrick moved in in January 1842. During the summer he brought hawthorn trees from Sturgeon Point and planted them around his lot. This property was later transferred to the parish for the sum of $400. The present

presbytery on lots 11 and 12 on the north side of Russell Street East was a gift to the church from John Knowlson in 1873.

When Father Fitzpatrick came to Lindsay in 1840 he was a powerful man in middle life. By the end of 1843 he was almost completely broken down. Scores of his parishioners had been dying off with swamp malaria. He himself had had fever and had been bled recklessly after the practice of the day. The narrow trail by which he went to minister to Downeyville, King's Wharf and Bobcaygeon was an interminable morass dotted with stumps. His health was no longer equal to the strain and in December 1843 he retired to Douro.

There were brief ministries by Father Roche and Father McCormick. Then in the autumn of 1844 came Father Fergus Patrick McEvey, a fine looking man from Mayo, Ireland. The first Sunday on which he said mass the grain lay cut in the fields and rain was imminent. Therefore as many in the parish were ill and serious loss was threatened he sent the congregation out to bring in the harvest. Father Fitzpatrick had on leaving removed all his furniture from the presbytery so that Father McEvey was obliged to board at an hotel owned by the carpenter Dominic McBride. In the course of time he fell out with McBride and ordered him from the altar. McBride's wife then left him, all his debtors refused to pay him, no one would speak to him, his hotel was burned down by incendiaries, he grew crazed and despondent and at last disappeared from Lindsay forever. It was also in Father McEvey's time that Lindsay narrowly escaped a pitched battle between the villagers and a small army of Orangemen who had marched up from South Emily to shoot up the hamlet.

He was relieved in the fall of 1847 by Father Fitzpatrick, who ministered again to the parish till October 1848.

Father Chisholm Plans New Church

For the eight years that followed the parish priest was Father Chisholm, O.D., the 27-year-old son of Colonel Chisholm of Glengarry. This young Scotch-Canadian was six feet four inches in height, handsome, affable and educated at Rome itself. In 1852 he bought a three-acre lot (the Mansion House block) with a view to building a school for higher education. This lot was swamped by a parish bog. The educational scheme was at last abandoned and the lot sold about 1870. In 1854 the Bank of Upper Canada gave him the present church property on Russell Street East in return for his influence in promoting the granting of a bonus to the Port Hope, Lindsay and Beaverton Railway in which the bank was interested. On this new property he planned to build a brick church and laid out the foundations 180 feet by 60 feet. Some 600,000 brick were ordered from Patrick Curtin and were drawn in by a bee in the winter of 1854-55. Pine was bought in 1855 from Patrick McHugh cut on lot 8 in the third concession and brought down the river by a man named Pope. In the same year Father Chisholm first organized the Separate School, which met during the week in the old church building. His work was barely begun when he was transferred in December [illegible] to Alexandria. So highly was he esteemed in Lindsay that the Catholics gave him a purse of $[illegible] and the Protestants a like amount and a large procession of both Protestants and Catholics escorted him to Reaboro, than the head of steel on the new railway. Father Chisholm died of heart trouble at Perth Ontario May 1 1878.

The next incumbent from January 1857 to April 1868 was Father James Farrelly of Cavan Ireland. Father Farrelly cut the dimensions of the new church down to [illegible] feet by [illegible] feet. The contract for the brickwork was let to a Mr Alexander of Port Hope, who put in a new foundation and then quit. His work was completed by a Mr Carlyle of Peterborough. Charles McCarthy who was the architect of the building handled the woodwork. The first mass in the new church was said on Christmas Day 1859. A choir was then organized by a Mr Devlin whom Father Farrelly brought in from Ottawa and an orchestra of a dozen violins set up under the leadership of Mrs Devlin. The first organ was put in much later by Mr C. L. Baker as a gift to the church. Miss O Connell was the first organist.

A Famous Apostle of Temperance.

In May 1868 Father Michael Stafford succeeded Father Farrelly. Father Stafford ultimately enjoyed national fame for his heroic fight on behalf of temperance. In [illegible] he erected the present Separate School building, acknowledged in its day as one of the finest structures of its kind in the province. In [illegible] he opened a new convent, built at a cost of $[illegible] for the Ladies of Loretto. This convent was burnt down on April [illegible] but was at once restored under the supervision of William Duffus of Lindsay the original architect. In 1890 the Ladies of Loretto were succeeded by the St. Joseph nuns. Father Stafford died of angina pectoris on November 12 1882, and was buried in the Catholic church in a vault on the right hand side of the altar.

This position was held by Father Lynch from November 1882 till February 1884 when the Rev F. D. Laurent V. G. a native of Brittany France, was appointed to the parish. At this time the debt of the local church totalled $[illegible]. This was wiped out entirely by October 1890. In this latter year a spire was added and two bells, weighing 3000 pounds and [illegible] pounds respectively were hung in the steeple. In 1904 the church was enlarged and beautified and in 1907 a large building on the church property was bought and converted into a parish hall at a cost of $[illegible].

Father Casey of Smith's Falls succeeded Monsignor Laurent on January 13 1902. On December 13 1915 he was invested with the office of Domestic Prelate (carrying with it the title of Monsignor) and in June 1920 he was made Prothonotary Apostolic, one of the church's higher officials. Father Casey died very suddenly on May 14, [illegible].

According to the last Dominion census there are 2200 Roman Catholics in the parish.

II. Methodism in Lindsay

The Methodist church in Lindsay stands a close second to the Catholic church in point of time.

In 1832, two years after Father Crowley had said his first mass in Ops, the Rev. Conrad Vanhusen rode in from the Cavan Circuit over the quagmire trail through the forest and preached to a tiny log cabin conventicle. Successors in this mission work were the Rev. John Law in 18[illegible], the Rev. John Black in 18[illegible] and the Rev. William Young in 18[illegible].

In 18[illegible] Cavan was united with the Peterborough Circuit and Lindsay was supplied from the Brock Circuit on the west. The missionary from 18[illegible] to 18[illegible] was the Rev. Cornelius Flummerfelt, who was followed in 1839-40 by the Rev. Horace Dean, whose son later became Judge Dean. In 1841 and 1842 the visiting pastor was the Rev. John Sanderson, a gentle soul known throughout the countryside as "Little Peculiarities," because of his constant reproof to critics of their neighbors: "You know we all have our little peculiarities." Under his direction an acre of land was secured from the government on the southwest corner of William and Wellington streets and a small frame building, used as a school during the week and as a church on Sunday, was erected. This building, which is at once the oldest school and the oldest Protestant church in Lindsay, still stands at No. 38 Wellington Street. In 18[illegible], on the erection of a second church, it became the Methodist parsonage. It is now occupied by a cobbler.

The subsequent pastors up to 1852 were the Rev. Herman Davis in 1843, the Rev. Gilbert Miller and the Rev. Samuel Fear in 1844, the Rev. Gilbert Miller and the Rev. Abraham Dayman in 18[illegible], the Rev. William Young in 18[illegible], the Rev. David Hardy in 1847, the Rev. C. W. M. Gilbert in 18[illegible], the Rev. John Sanderson in 1849 and the Rev. Cornelius Flummerfelt in 18[illegible]-51. None of these ministers lived in Lindsay at all except the Rev. David Hardy, who sojourned in the village during 1847.

The First Resident Methodist Minister

The first officially resident minister was the Rev. Thomas Hannah, appointed in 18[illegible]. During his ministry a much larger frame church, more recognizable in its architecture, was built next to the original building but fronting on William Street. It is occupied at the present day by Skitch's Carriage Works. The earlier structure was then occupied by Mr. Hannah as a parsonage.

From 18[illegible] to 18[illegible] Lindsay was now the head of a circuit and during most of that period two preachers were required to cope with all the country appointments. The senior incumbents were as follows:—1854-56, Rev. J. C. Osborne; 1857, Rev. James Greener; 1858-60, Rev. D. C. Clappison; 1861-63, Rev. S. C. Philp; 1864-66, Rev. A. Edwards; 1867-69, Rev. James Greener. The assistants were the following:—1854, Rev. Garrett Dingman; 1855, Rev. W. H. Chard; 1856, Rev. James Ash; 1857, Rev. A. L. Peterson; 1858, Rev. David Jackson; 1859, Rev. W. W. Miller; 1860, Rev. J. H. Stinson; 1861, Rev. N. S. Burwash; 1862, Rev. N. Galbraith; 1863, Rev. Thomas Adams, B. A.; 1864, Rev. W. F. Morrison, B. A. In 1866 most of the country appointments were formed into an Oakwood Circuit. In 1868 all remaining outlying charges were annexed to Oakwood and the Lindsay church was left to devote all its energies to development at home.

A floating debt of several hundred dollars was now paid off in 1869 and preparations were made to build a new brick church and a new parsonage. In 1870 the Rev. Mr. Greener was succeeded by the Rev. C. Freshman, D. D. A lot was purchased in this same year on the northwest corner of Bond and Cambridge streets and a parsonage built. In 1871 a church of white brick was put up on the same property at a cost of $12,000. It was dedicated to divine worship on December 17, 1871, by the Rev. W. M. Punshon, D. D., the Rev. S. R. Sanderson, D. D., and the Rev. G. H. Davis. The ministers for the next fifteen years were as follows:—1873-74, Rev. James Brock; 1875-76, Rev. Charles Fish; 1877-79, Rev. Wellington Jeffers, D.D.; 1880-82, Rev. John S. Clarke; 1883-84, Rev. Wm. H. Emsley; 1885-88, Rev. M. L. Pearson.

A Season of Amalgamation.

In the early eighties two local congregations of similar tenets, the Episcopal Methodists and the Bible Christians, amalgamated with the Cambridge Street church. The Episcopal Methodists were the dominant division of the Methodist church in the United States. A mission on Peel Street flourished in the seventies but was closed in June 1881 by the Rev. George Abbs, the presiding elder of the district, because of the atrophy of funds and enthusiasm. The Bible Christian church had begun in England in 1815 in an evangelistic revival within the Wesleyan Methodist church. Its leaders were pursued by the Methodists with the same bitter persecution that they themselves had suffered from the Church of England in the previous century. In Canada a wider toleration helped to heal the breach but separation prevailed until the eighties. A Bible Christian congregation in Lindsay built in 1873 at a cost of $4100 a white brick church on the east side of Cambridge Street between Wellington and Peel streets, the building occupied today by the Baptists. Their chief pastors during the next ten years were the Rev. Mr. Ayers, the Rev. Mr. Roberts, the Rev. R. T. Courtice and the Rev. Mr. Limbert. On

February 12 1883 the congregation voted to join the Methodist church and one Sunday morning in the following summer the members marched up Cambridge Street in a body to be welcomed back into their ancestral fold. Similar re-unions of Methodist sub-denominations were being accomplished throughout Canada at this time and on Tuesday October 23 1883 a service of commemoration and thanksgiving was held in the Cambridge Street church.

The congregation had by these amalgamations become uncomfortably large for the church building. Alterations and additions were therefore made in 1886. Extensions were made on the north and south sides, giving additional seating capacity for several hundreds. A gallery was built around the north, east and south walls of the interior and a pipe organ, fronted by a choir loft, placed in the west. The pulpit was placed in front of the choir. While this remodelling was in progress the congregation met each Sunday in the upstairs auditorium of the town hall. The church was formally reopened on December 19 1886.

The pastors of the Cambridge Street church since that time have been as follows:—Rev Wm Williams, D D, appointed 1888; Rev T M Campbell, 1891; Rev S J Shorey, D D, 1894; Rev Thomas Manning, D D, 1897; Rev Geo W Henderson, D D, 1900; Rev Geo J Bishop, D D, 1903; Rev J P Wilson, D D, 1908; Rev S J Shorey, D D, 1911; Rev A H Going, 1914; Rev E. Val Tilton, 1918.

East Ward Methodist Church

A second Methodist church functioning in the East Ward of the town is now forty-three years old.

For some time prior to 1875 the Rev James Greener, a superannuated minister, had been carrying on pastoral work in the East Ward on his own initiative. No church of any denomination existed east of the river. In 1875 the Mayor of the town, Colonel [illegible], gave Mr Greener a quarter of an acre of land on Bertie Street, and Mr Greener on his own responsibility and at his own expense had a little wooden church built on it. On the 17th of November 1875 the building was dedicated to the service of God.

The Rev Mr Greener was followed by the Rev W A V Petty[illegible], the Rev Thomas Culbert and the Rev G W Dewey in 1886. During Mr Dewey's pastorate a two-storey frame church veneered with white brick was built on the southeast corner of Queen and Caroline streets. The building was 68 feet long by 42 feet wide and had the main auditorium upstairs and the Sunday School on the ground floor. The Bertie Street church was converted into a double dwelling house. It was burned down on February 18 1892. A parsonage was built on St Paul Street in 1889.

The pastors since the time of the Rev Mr Dewey have been as follows:—Rev Newton Hill appointed 1891; Rev John W Tolten

1884, Rev James McFarlane, 18[illegible] Rev A. J. Harvey Strike 18[illegible] Rev H. L. Phelps, 1904 Rev Jas. R. Real, 19[illegible] Rev David Balfour 1910 Rev J. E. McMullen, 1912 Rev C. H. Crow 1917

In 19[illegible] steps were taken to build a new church at the north-west corner of Lindsay and Wellington streets. On March [illegible] 192[illegible], a $[illegible] building of red brick was opened by Dr Chown, General Superintendent of the Methodist church in Canada.

The Methodists in Lindsay total [illegible].

III Presbyterianism in Lindsay

The Presbyterian church comes third in Lindsay in point of seniority.

About 18[illegible] itinerant Presbyterian ministers began to visit the hamlet and preach in one log home or another. Prominent among these missionaries was a Rev Mr Moore, from the Presbyterian church in Ulster. The number of Presbyterian families increased during the next decade and in 18[illegible] four years after Father Fitzpatrick had built his log chapel and the Rev John Sanderson his tiny frame Methodist church, the Calvinists determined that they, too, would have a place of worship. A lot was secured from the government on the south side of Francis Street about mid way between Cambridge Street and Victoria Avenue and a log cabin thirty feet long by twenty wide, put up on the northwest corner of the property as a congregational [illegible]. Everything was very primitive. No ceiling extended below the rafters. The walls were logs, rough-hewn and plastered. Unlike the Catholics who had provided a rude altar but no pews the Presbyterians had at first no pulpit—not even a platform. In fact—while the congregation sat comfortably on rough planks supported on cedar blocks. Some time later Thomas Rea and Hugh Moore added a low platform and a pulpit and substituted bench-legs for the cedar blocks. The Crown Patent for the church lot was not secured until November 7, 18[illegible]. It was issued by the Earl of Elgin, then Governor-General of Canada, to a board of trustees consisting of Samuel Smith, Andrew Hall, Duncan Fisher, John Dimond and Thomas Rea.

For three years after the building of the church the congregation was entirely independent and tended only by occasional missionaries. In 184[illegible] it was taken in charge by the United Presbyterian church and connected with the Presbytery of Durham. The presbytery gave such supply as they could for the next three or four years but it was not until 1852 that the Rev Gilbert Tweedie, a licentiate of the United Presbyterian church was ordained and inducted as the first regular pastor in the log church. His field of labor covered Verulam, Ops, Lindsay and Mariposa. Duncan Fisher, formerly an elder at Mount Pleasant, and Thomas Rea, ordained by Mr Tweedie were the first elders.

The Coming of Disruption.

The congregation was, in its simple way, peaceful and prosper-bus and if matters had been allowed to go on according to the best wishes of the people the Presbyterian church in Lindsay would have had a very different history for the next few decades. However the Caledonian disruption of 1843 ultimately reached Lindsay and rent the church asunder. Had it not been for ecclesiastical interference from without it is extremely doubtful whether any local differences would have produced the wide estrangement that afterwards existed. As it was Mr Tweedie resigned in 1855 and several families withdrew from the log church to form the nucleus of a Free Church body which six years later became identified with the Canada Presbyterian church. The remainder of the original congregation continued in connection with the Church of Scotland. Thus, in Lindsay instead of one united and prosperous Presbyterian congregation two small parties struggled along through overwhelming difficulties.

For three or four years the Church of Scotland had no regular services in the log church. In 1858 the Rev William Johnston was inducted as their first minister. In 1863 during his pastorate a brick church was put up on the Francis Street lot. Mr Johnston was succeeded in 1866 by the Rev J B Muir and on Sunday November 25 Messrs. Neil McDougall, Thomas Robertson and Godfrey McPherson were ordained as elders. Mr Muir was followed by the Rev Robert Dobie and he in turn in 1878, by the Rev J Allister Murray of Mount Forest.

The Canada Presbyterians were likewise without services for some time after separating. In 1858 Mr Sharpe a colporteur was sent in by the Canada Presbyterian church to inquire into their state and prospects. He held some services in the old town hall on Cambridge Street (now Sinclair's Carriage Works) and in the Episcopal Methodist church building on Peel Street. In 1863 the congregation bought the northeast corner of Lot 8 on the south side of Peel Street, just west of T. A. Fisher's present grocery store and on it built a church. Services were given by student missionaries and by members of presbytery from time to time. Such famous divines as the Rev Mungo Fraser and Dr [illegible] preached here in their earliest days. Up to 1865 Thomas Ray was the only elder but in that year C. Blackett Robinson editor of "The Canadian Post" and Dr Tweedie, then practising medicine in Lindsay were added to form a session. In 1868 the Rev Mr Bruny was inducted as the first regular pastor. He remained for five years. Then in 1873 the Rev Mr Hoskins was called and inducted but remained only a few months. He was succeeded in the latter part of the same year by the Rev E W Panton who continued as pastor for nearly two years.

The Church Reunited Once More.

In 1875 a notable event took place in the history of Canadian Presbyterianism when on June 15th the two sections of the church were happily reunited. In accordance with the recommendation of assembly that wherever there were two weak congregations they should if possible unite, St Andrew's church on Francis Street and the Peel Street church at once proceeded to amalgamate Both pastors resigned and the united congregations became St. Andrew's church Lindsay

All now worshipped in the Francis Street building On June 28 1876 the Rev James Hastie of Prescott became the first pastor of the unified church. He was succeeded on June 11 1884 by the Rev Daniel McTavish D Sc who was chosen by the congregation even before his academic course was finished

The church edifice on Francis Street was now found to be far too small and new accommodation was sought. In December 1885 Mr Wm Needler offered to donate a site on the southeast corner of William and Peel Streets and to make cash subscriptions that would bring his total contribution up to $6000 A canvass was made throughout the congregation who then totalled 266 and funds were raised to build an $18 000 church. On June 1 1886 the corner-stone was laid by Dr McTavish A commemorative scroll was read by Mr J R. McNeillie and an address delivered by the Rev G M Milligan of Old St. Andrew's, Toronto A hurricane which raged throughout the ceremony helped to make the occasion a memorable one The church was formally opened on Jan 2 1887 by Principal Grant, of Queen's University It was seventy five feet long by sixty feet wide and was designed in the style known as 'Decorated Gothic' The architect was William Duffus of Lindsay who also planned the convent, the Anglican church and the Collegiate Institute The elders at this time were Thomas Roy James Watson John Maithie John McLennan James Hamilton Andrew Robertson and James R McNeillie The Francis Street building was now occupied for many years by gaelic school classes and was demolished in more recent times to make way for dwelling-houses.

In November 1889 a manse was built on the southwest corner of York and Peel Streets, just behind the church and was taken over by Dr McTavish On July 11 1890 he was succeeded by the Rev Robert Johnston M.A. a gold medallist in general proficiency in Arts at McGill University and a gold medallist also at the Presbyterian theological college at Montreal. In 1895 the Rev J W McMillan, B.A. of Vancouver was inducted During his ministry on January 31 1900 a new Sunday School building of white brick was opened just north of the church. It was built by John Thorburn of Lindsay and had a seating capacity of 180

The Rev James Wallace, M.A. B D M D. C M now of Renfrew succeeded the Rev Mr McMillan in 1902 The present pastor the Rev F M McIntosh has been in charge since 1916

There are 1607 Presbyterians in Lindsay

IV The Church of England in Lindsay

Fourth in order of seniority in Lindsay comes the Church of

England

The first service was held in 1855 in the old town hall by the Rev John Hickey who had driven in as a missionary from Fenelon Falls In 1858 the Rev'd John Vicars was appointed incumbent and a 99 year lease secured from the government on the lot on the south side of Kent Street, now occupied by the Post Office Here in 1859 a large frame church in service for the next twenty-six years was erected

Prominent among the church members at this time were William Stoughton T C Patrick W D Russell G M Roche, Wm Bell Dr Joshua Fidler Wm Grace, Robt. Lang John Thirkell Hartley Dunsford and John Bryans Messrs. Stoughton Fidler Grace and Dunsford were among the early church-wardens In early times Mr T C Patrick took a prominent part in the music of the church and his mantle fell later on Inspector J H Knight, who was long organist and choirmaster

The Rev W T Smithett succeeded Mr Vicars in 1878 In 1881 the Rev Vincent Clementi was appointed rector with the Rev S. Weston-Jones as curate-in-charge. The latter succeeded to the rectorship in 1885

In 1884 preparations were made to build a new church A Building Committee, consisting of Wm Grace D Brown Thomas Walters Rev Weston-Jones, Adam Hudspeth and R L Bryans and a Finance Committee consisting of J H Knight C D Barr Dr Burrows, J H Sootheran and G H Hopkins were duly formed. Mr Adam Hudspeth donated a church site of half an acre on the south side of Russell Street between William and Cambridge streets and the Finance Committee purchased a quarter acre of adjoining land with a view to putting up a school house and a parsonage at some later time The plans adopted were prepared by Messrs. Stewart and Denison Toronto The contract for constructing the church was awarded to Messrs McNeely and Walters, of Lindsay The corner stone was laid with Masonic honors on Dominion Day 1885 Most Worshipful Bro Hon Hugh Murray of Hamilton Grand Master of the Grand Lodge of Canada officiating The completed church was dedicated on November 26 1885 by the Lord Bishop of Toronto and eleven assisting clergymen

The new church was built of white brick on foundations of Bobcaygeon limestone 110 feet long by 56 feet wide Ohio bluestone was used for the facings On the northeast corner was a tower fifty feet high surmounted by a spire sixty feet high The latter was finished off with a finial of hammered iron. The front of the church was lighted by a large triple window 14 feet wide and 22 feet high There were seven windows in the main walls on each side and five clerestory windows in the upper walls supporting the roof The rear of the church was built in a half octagon shape and was lighted by three windows. The seating capacity of the church was reckoned at 650 The price paid to the contractors was $14 559 27 As all the expenses bore very heavily on the congregation. It was not until February 24 1921 that the mortgage covering the church's debt was formally burnt.

The Rev C H Marsh became the rector of the new St. Paul's church in 1897 and today in 1931 is still the incumbent. The following curates have assisted him during his thirty-three years of service in Lindsay:—Rev Wilson McCann B.A. now deceased, Rev Cori Smith of Brooklyn, N.Y., Rev Archdeacon Perry of Hamilton, Rev Dr Hallam, Lecturer of Wycliffe College and Editor of "The Canadian Churchman", Rev Major Mulhern of St John's Church, Toronto, Rev Kingston, Rev B[illegible]kay of Brantford and Rev G R Macnachie who is still with him.

During the first year of Canon Marsh's sojourn in Lindsay a school house was built on the church lot and in [illegible] a building [illegible] ing the school house and church was put up at a cost of $1500. In the same year a new pipe organ, costing $3450, was installed. A rectory was built on the church property in 1914 at a cost of $7000.

According to the last census there are 1334 Anglicans in Lindsay.

V History of the Lindsay Baptist Church

The first local Baptist church was organized on Saturday, February 28th, 1863 when thirteen Baptists resident both in Lindsay and in Ops, gathered in a private home for church fellowship. These original members were Mr and Mrs Wm Thornhill, Mr and Mrs. Thomas Richardson, Mr and Mrs. David McGahey, Mr and Mrs William Grenett, Mrs George Calvert, John Calvert, Duncan Fisher and Peter Fisher. The meeting was presided over by Elder Alexander McIntyre of Fenelon Falls. William Thornhill and Peter Fisher were elected deacons at this time and John Calvert was given the office in the following year.

Application for a building site was made to the government and two lots were secured, one on Hill Head near Reaboro in Ops and the other on the northwest corner of Wellington and Sussex streets, Lindsay. The original Board of Trustees constituted in July 1865 were William Thornhill, Joseph Wilkinson, Peter Fisher, James Weir and George Calvert.

In 1866 the first minister, the Rev A. A. Cameron, was called. He was succeeded in 1868 by the Rev Matthew Gold, who left in 1870. The church records for these early years are still in existence with the discipline meted out to irregular sheep of the flock.

The congregation met for a time in a frame building on Cambridge Street North on the side of Dennis's brick livery barn. Meetings were also held in the town hall. About 1866 a chapel was built on the Hill Head lot and in October 1867 a frame church, [illegible] feet long by [illegible] feet wide, was put up on the Wellington Street lot and painted by a bee under the direction of Daniel Silver. This church was formally opened with a tea meeting on January 1st 1866. During the sixties great financial assistance was gratuitously given to the church by Mr William Craig, of Port Hope. Generous and unfailing support was also given, and for nearly half a century, by Mr George Matthews a native of Birmingham who joined the church in June 1867 and was a deacon from May 1873 until his death in 1914.

In 1871 the Rev John Cameron of Claremont became pastor. He was followed two years later by an Englishman the Rev Mr Prosser. In January 1876 the Ops church members separated for business and the observance of ordinances and on August 23 1878 twenty-one members were given letters of dismission and formed themselves into an Ops church. Various mutual arrangements have been made since that time with regard to pulpit supplies but the exchequers and communion rolls have remained separate and distinct. Baptisms at this time were performed in the Scugog River just above the Riverside Cemetery.

On March 3 1878 the Rev W. K. Anderson who followed Mr Prosser preached his first sermon in Lindsay. The Rev Mr Anderson continued in this pastorate for nearly fifteen years, and was greatly loved by his people.

In 1886 negotiations were made for the purchase of the brick church and Sunday School on Cambridge Street vacated by the Bible Christians two years before on their amalgamation with the Methodists. Temporary occupation had already been conceded to the Salvation Army under Captain Mead, but the zeal of that brief movement was fast evaporating. A bargain was finally struck between the Baptists and Methodists for a purchase price of $5374. Alterations were made. A new Gothic arch was cut through the wall in rear of the pulpit and an alcove, in which a baptistry was inserted, built in recess. Gas was also introduced to replace the old lamps formerly used. The old church was sold for $2100 and converted into a dwelling-house. By October 1886 only $600 was still outstanding on the new church and George Matthews, then church clerk, promised to subscribe one-half of this amount if the church would raise the other half. The response was immediate and on November 10 1886 a clear deed to the property was secured. A meeting for thanksgiving was held that same evening. The deacons at this time were Messrs Matthews, Richardson, Silver, Mitchell and Hardley.

The Rev Mr Anderson was succeeded in 1893 by the Rev H. Ware of Chatham. The latter was found dead in shallow water at Sturgeon Point on May 12 1896. Subsequent pastors have been the Rev Ralph Trotter 1896-04, the Rev L. S. Hughson 1905-1908, the Rev G. R. Welch 1908-1911, the Rev H. Bryant 1911-1920 and the Rev P. B. Leamy called in 1920.

The last census recorded 352 Baptists in the town.

VI. The Salvation Army in Lindsay

The work of the Salvation Army was begun with a public meeting in the present town hall at eleven o'clock on the morning of

July 22 1883 Lieut. Frerr and Sergeant Bradyard opened the campaign and were reinforced on the following day by Captain Ware. Special meetings were then held for six weeks in Bell's music hall on William Street.

A search for permanent quarters was soon made and a building site secured on Peel Street, the present location. An old pioneer log cabin which stood on the lot was pulled down and cut into firewood in April 1884. The citadel for the Army was built during October and November 1884 by T. McWilliams. A spectacular street poster announcing the opening of the new building was headed, in flaming letters, "A big joke on the devil." The lot cost $1100 and the building $2000.

The first permanent officers of the Army in Lindsay were Captain Ellery Tom Calder and Lieut. Broadbeck James McGirley. This early period of their local history was marked by demonstrative conduct, incomprehensible to the town, and by unreasonable persecution on the part of the police. The Army, for example, determined to herald the incoming of the New Year in 1885 by a hallelujah procession and marched up Kent Street at 12.10 a.m. — beating their tom-toms as one hostile editor put it. The whole contingent was arrested and spent the night in the council chamber. Their trial produced great excitement and the court room was so crowded that benches broke and several people were flunged against the court stove. Captain Calder was fined ten dollars and his followers were discharged with a warning. On another occasion the Army band made a guerilla instrumental assault on the town band, marching round and round the latter while a public band concert was in progress and challenging the secular program with clamor and fanfare of drums. The audience was put to flight by the excruciating chaos of sound. In the eighties, too, a female lieutenant, native to Lindsay, was court-martialled and drummed out of the Army for refusing to discard her bustle. Still another young woman, Captain Bertha Smith, while kneeling in prayer in front of a Kent Street tavern, was brutally clubbed over the head by a zealous policeman and then given fifteen days in the county gaol for "loitering" on the street. All these extravagances now seem very strange and far-off, for persecution has ceased and the Army has come to comprehend better the purposes of its venerable founder and has abandoned demonstration for genuine work amongst the submerged derelicts of humanity. Discretion has caught up with zeal and much good work has been done.

In March 1921 under the effective leadership of Captain Free a new citadel was opened on the site of the earlier structure, which had been found inadequate. The cost of the new building was $13,000. It is a trim two-storey edifice of red brick, built on standard army lines. The ground floor is a Sunday School, known as the Junior Hall, and the second floor auditorium the citadel proper capable of seating 300 persons.

The last census reported 118 Salvationists in Lindsay and the surrounding township.

VII. The Cemeteries of Lindsay

The tribes of Northern Europe from which we have sprung disposed of their dead by burial in the earth, with various religious rites. This ancestral form of burial is still universally followed in Victoria County.

The first Protestant cemetery in Lindsay was on the block bounded by Francis, Sussex, Colborne, and Albert streets where the Alexandra school now stands. About 1860 a new plot was purchased on the hill-slope in the East Ward at the southwest corner of Durham Street East and the town boundary. This cemetery was ready for interments on October 1st 1862. The grounds were unfortunately inadequate and on August 24 1875 the Riverside Cemetery Company was incorporated and threw open a necropolis of thirteen acres on the east part of the south half of lot 17 in the fifth concession of Ops about a mile south of the town. The first board of directors comprised the following:—President, J. S. McLennan; Secretary-Treasurer, Adam Hudspeth; Directors, D. Brown, E. Gregory, Joseph Walters, E. C. Wood, G. Bigelow and J. Hamilton. Bodies were transferred from the older cemeteries to this new field on the bank of the Scugog. Newspaper files record that on May 22, 1876 a wagon loaded with rotten coffins three tiers high and surmounted by a nonchalant, tobacco-smoking driver passed down Kent Street on its way to the new place of burial. This cemetery is still in use.

The early Roman Catholic cemeteries were two in number: one, where most of the villagers were buried, on Patrick Murphy's farm near the [illegible] school house (school section No. 1) four miles south of Lindsay, and the other on King Connell's Point. In 1866 Father Farrelly blessed a new cemetery on the western boundary of the town opposite the end of Mary Street. This burial ground was abandoned in 1897, during Mgr. Laurent's incumbency, when a plot of 30 acres on the west bank of the river south of the town, was purchased for $2800 and greatly embellished.

Chapter XV.

Research into Pioneer Survival.

Racial stocks in Canada are notoriously unstable. All who have considered the question know that the original pioneer families in some sections of the country have almost completely disappeared. At the time of the tercentennial celebration at Quebec it was stated that only some 400 French-Canadian farmers could trace back their holdings to grants from the French Crown. Ontario though settled much later makes a similar showing. In the township of Kingston, Frontenac county only one farm remains with the family to which it was patented.

Great credit is due to these rare families. Their unbroken record of labor in a neighborhood makes them the real founders of its prosperity and their ancestral tradition of occupancy gives them a love for their homes that makes for national stability.

Surviving Pioneer Families in Victoria.

The present writer undertook recently to discover what proportion of the original pioneer stock of Victoria is still to be found in the county. It was decided to treat only of those who originally received the land from the Crown. Permission was obtained to consult the Domesday Books in the vaults of the Crown Lands Department of Toronto and a list of all the Crown grants in the County (some 4000 in all) was laboriously copied out. This list was then checked township by township, and according to lot and concession, with a recent directory of the county. Two lists, sorted out into alphabetical order were then prepared for each township, one showing the names of the patentees whose descendants still hold the original farms and the other the names of the patentees still represented locally but not on the original farms. As many men received more than one parcel of land only the number of patentees (and not the number of patents) were taken into consideration. All cases of double and multiple grants were eliminated by checking.

The net results of this research work are shown in the table which follows. Column "A" represents the number of men in each township to whom land was granted. Column "B" records the number of original patentees whose descendants (through the male line) still hold the original farms. Column "C" shows the number of patentees whose descendants (through the male line) are still to be found in the township but not on the original farms. Column "D" is the sum of "B" and "C" or the total number of pioneer patentees still represented in the county.

Township	"A."	"B."	"C."	"D."
Emily	456	62 or 14%	146 or 32%	208 or 46%
Ops	354	54 or 15%	92 or 26%	146 or 41%
Mariposa	417	22 or 5%	97 or 23%	119 or 29%
Verulam	245	25 or 10%	41 or 17%	66 or 27%
Fenelon	275	19 or 7%	52 or 19%	71 or 26%
Eldon	352	56 or 16%	99 or 28%	155 or 44%
Somerville	142	13 or 9%	18 or 13%	31 or 22%
Bexley	69	0 or 0%	7 or 10%	7 or 10%
Laxton	143	26 or 18%	9 or 6%	35 or 24%
Carden	204	41 or 20%	42 or 20%	83 or 40%
Digby	50	8 or 16%	9 or 18%	17 or 34%
Dalton	117	24 or 20%	20 or 17%	44 or 37%
Totals	2822	352 or 12%	629 or 22%	981 or 35%

Remarks on the Statistics.

Investigation thus shows that over one-third of the patentee pioneers of Victoria are still represented in the county by their descendants in the male line. The additional instances where their blood persists through their female descendants' intermarriage with other families still found locally would doubtless, if it could be traced, raise the proportion of pioneers surviving to over one-half. Further, many of the patentees unrepresented were land speculators and beneficiaries of grants to U. E. L. descendants, who did not settle on their lands but sold out later to others who did occupy permanently and may therefore be regarded as the real pioneers of such lots. A checked list of such pioneers by private purchase would raise our figures still higher but its preparation is, unfortunately, impracticable.

The bona fide statistics for patentee survivals through the male line as shown above are, however in themselves sufficiently remarkable. A record of 981 patentee families in a single county persisting for the better part of a century is most unusual in Ontario.

Close inspection of the individual townships brings out illuminating differences in their records.

Emily was the first municipality thrown open for settlement yet it has the highest number of surviving families. There are 62 actually on the same farms and 208 or nearly one-half of the original total, still in the township. The solid nucleus of this survival is the band of 142 families of Irish Roman Catholics who came in with the Robinson Immigration of 1825 and settled in the northern concessions of Emily. Most of these families still persist. It might also be noted that Humphrey Finley, the first settler in Emily and therefore in the whole county is still represented on Lot 15 Concession 1 the original holding.

The original settlers of Ops were largely of the same Roman Catholic Irish stock (though only partially of the same immigration) and have shown the same phenomenal stability.

In Eldon the patentees were chiefly Scotch and chiefly from Argyleshire. The degree of persistence here exceeds that in Ops and almost equals that in Emily. Practically every remaining patentee family is Scotch.

Mariposa, Fenelon and Verulam were taken up piecemeal by English and Irish Protestants. The record in these townships has been somewhat spoiled by land speculators but even so it seems as if their pioneer stock had lacked the coherence of the more homogeneous settlements in North Emily, Ops and Eldon.

Bexley and Somerville were opened up much later than the six southern townships and the rest of North Victoria much later still. Some patents in North Victoria are even dated in the present century. Comparison with South Victorian townships is therefore very unequal. If such a comparison be undertaken, it will throw into even bolder relief the remarkable stability of South Victoria and at the same time betray the essential non-agricultural character of the northern townships. In Bexley, the first northern area to be opened, but one farm remains with its original owners. In the other townships the proportion ranges from one-eleventh to one-fifth. No figures are given for Longford as that township was not patented to settlers.

Persisting Pioneer Families in Emily

There now follow lists for each township of the actual pioneer patentees who are (1) represented on the original farm and (2) represented otherwise in the same township. In the former list the farms are indicated. The concessions are shown in Roman numerals and the lots in Arabic numerals.

The farms of the following 62 Emily pioneers were granted to them by the Crown and still remain in the same family:—Moses Begley X 12 Frank Best, I 12 Henry Best, I 13 James Boate V 22 William Boate V 22 John Callaghan XIII 6 Patrick Callaghan, VII 7 John Carroll, VII 12 Timothy Carroll VII 16 Martin Carroll, VIII 10 Michael Costello X 16 Timothy Dorgan XI 14 Bartholomew Downey IX 6 Thomas Fee V 13 William Fee V 12 Humphrey Finlay I 15 Dennis Fitzpatrick VIII 12 James Flaherty IX 26 Thomas Flaherty IX 22 Daniel Flynn IX 18 Michael Flynn IX 18 William Ford II 8 George Franks, VII 22 Martin Harrington XI 8 Timothy Hennan XII 3 Patrick Hurlihey Sr XII 14 Patrick Hurlihey Jr XII 14 Patrick Hickey X 16 Michael Houlihan XII 7 Henry Jackson II 13 David Hennessy XIII 3 and XIV 3 Wm Kennedy XIV 2 Wm Laidley IV 3 James Madigan, XII 10 Michael Madigan XII 13 John Milley VIII 5 Peter Milley VIII 5 John Mitchell IV 15 Timothy Morrissey X 17 Patrick Murtha XIII 18 Edward Morrissey IX 14 Michael McAuliffe IX 28 John McCorrell, III 12; John McFeeters, XIV 17; William Mulcahey, XII 1; Samuel McGee, II 10; Arthur McQuade, V 9; Edmund O Donnell, VI 21; John O'Leary, IX 4; Richard Padget, XIII 5; Bartholomew Piggott, XI 5; Daniel Piggott, XI 5; Edmund Piggott, X 4; John Scully, VII 8 and IX 3; Charles Shaw, IV 3; Henry Sheerin, III 17; John Smith, XIII 6; Dennis Sullivan, VII 20; John Sullivan, XII 21; Tobias Switzer V 11; John Teele, II 6; Daniel Winn, VIII 2; Robert Winn, VIII 1.

The family names of the following 146 original patentees are still to be found in Emily but not on the original farms:—Edward Bailey, David Balfour, James Balfour, William Barrett, James Best, John Best, Wm. Best, John Blackwell, Wm Bradley, Cornelius Callaghan, Jeremiah Callaghan, Samuel Carew, Thomas Carew, Edmond Callaghan, Charles Chambers, Patrick Clancy, John Clark, John Collins, Michael Collins, Dennis Connell, George Connell, John Connell, Patrick Connell, Samuel Cottingham, William Cottingham, Samuel Davidson, Daniel Donoghue, Dennis Donoghue, Maurice Donoghue, John Dorgan, Francis Duffy, Thomas Elliott, Robert English, William Elliott, Henry Fox, Samuel Ferguson, Daniel Fitzpatrick, Patrick Fitzpatrick, John Flynn, Terence Flynn, Michael Flaherty, Patrick Flaherty, John German, Hugh Graham, Abraham Groves, Thomas Groves, David Guiry, Sarah Hamilton, Abraham Henderson, David Henderson, Francis Henderson, James Henderson, Robert Henderson, Thomas Henderson, William Henderson, Dennis Hennessy, Dennis Houlihan, Wm Houlihan, Anthony Hunter, Thomas Houlihan, William Irwin, John Jackson, Michael Jackson, Robert Jackson, Andrew Jamieson, Samuel Jamieson, Henry Jones, Hugh Jones, Humphrey Jones, Adam Jones, James Jones, John Jones, Robert Jones, James Laidley, James Lamb, William Lang, John Latchford, Michael Lewes, Richard Lowes, Geo Miller, John Miller, Wm Miller, Joseph Mills, Wm Mills, John Mapes, George Mitchell, James Mitchell, Jeremiah Mitchell, Robert Mitchell, Thomas Mitchell, Wm Mitchell, Zachariah Mitchell, Henry Moore, John Moore, James Moore, Thomas Moore, David Mulcahey, Michael Mulcahey, Wm Mulcahey, James Murray, Peter Martin, Martin McAuliffe, Edward McCall, Isaiah McCall, James McCall, James McCannel, Robert McConnell, Wm McConnell, Anthony McDonald, Wm McMullen, Dennis O Connor, Neil O Donnell, Francis O Leary, Samuel O Leary, Timothy O Leary, Patrick O'Neill, George Padgel, Wm Parker, John Pogue, Ellen Patrick, Wm Piggott, Michael Powers, John Rehill, Mark Robinson, Samuel Robinson, David Rowan, Thomas Rowan, Robert Sherin, Edward Sullivan, Michael Sullivan, Adam Thornton, David Thornton, John Thornton, Wm Thornton, John Thurston, Wm Thurston, John Twomey, Maurice Twomey, Millett White, Richard White, Wm Wilson, Samuel Win[illegible], George Winn, Henry Winn, Simeon Wright.

Surviving Pioneer Families in Ops.

Descendants of the following 54 pioneer patentees in Ops still held the original farms today:—Robert Blaylock, XI 5; Francis Brady, V 6, William Brady, V 6, Owen Carlin, VI 9; Arthur Collins, IX 15; John Connell, III 7, Wm. Corley, IV 16; Charles Cornell, XI 2; Andrew Costello, I 22, John Cudahee I 10; Patrick Cunningham, VIII, 16; John Deyell VIII 4 and 5, George Downey, VIII 6; Timothy Finnegan, II 13; James Graham II 24, Wm. Graham, I 24; Peter Greenan, VI 8; Abraham Hartley, X 18; Sampson Hazelton, IV 21; Thomas Hawkins, VIII 8; Joseph Hickson, IX 9; John Hickson Sr. IX 8, John Hickson Jr., IX 8 Timothy Keenan, IX 10; Samuel Jamieson, VII 8, Patrick Leddy, III 20; Thomas Lee, VI 5; John Logie, VII 20, Isaac Moynes, II 33, John Murphy, V 11; Michael Murphy V 11; Roger McHugh, V 14; Patrick McHugh, III 5, Michael McCabe, VII 5; David McGahey, VI 14; Wm. McGinnis, XI 21, Alex. McNeil, III 26; Elizabeth Pogue X, 1; James Pogue, XI 1; William Pogue, I 16; Charles Peel, XI 15, Thomas Ray, III 15; James Rea, X 6; William Rea Jr., X 6, Joseph Reynolds, VII 5; Robert Reynolds, VII 5; Wm. Reynolds, VII 5; Thomas Robertson, VI 15; Edward Shaw, XI 1, Richard Shaw, IX 5, John Shea, V 8; Mary Shea, V 8; Edward Tully, V 12; Peter Tully, V 9 and 13; John Walker, VII 15; Benjamin White, X 26.

The following 89 patentees' families are represented but not on the old farms:—Thomas Bell, Philip Bennett, Wm. Best, James Blackwell John Blackwell, Wm. Blackwell Michael Brady Philip Brady Garrett Brock Samuel Brown Charles Burke, Elizabeth Burke Patrick Burke Robert Clarke Catherine Collins, Timothy Collins, Richard Connor David Cornell, James Cudahee, James Cunningham John Cunningham Joseph Curlin John Ellis Philip Farrelly Daniel Finnegan Patrick Finnegan, Duncan Fisher Patrick Fitzpatrick Robert Finnegan John Graham Andrew Hall James Hall Cornelius Hogan James Hogan John Hogan Patrick Hogan, Martin Hogan Richard Houghton Alex. Hunter Francis Hutton James Hutton, George Jackson John Kennedy James Kerr Wm Jackson Patrick Lee, William Logie John Lynch William Lynch James Maloney John Maloney Thomas Miller Dennis Murphy Samuel Magahey Andrew Magee, Francis McCabe James McCabe, Patrick McCabe, Bernard McGeough, Charles Naylor John Naylor John Nugent Thomas Nugent Maurice O'Connell Patrick O Connell Samuel Parkin John Peel James Powers, Michael Quillan David Ray Thomas Rea, William Rea James Reid, Wm. Robertson Thomas Robinson, Jeremiah Scully James Shea Thomas Simons John Sloan, Robert Thorne Daniel Twohey Dennis Twohey James Twohey John Twohey Thomas Twohey James Walker Ann White, George Wilson James Wilson.

Patentee Survivors in Mariposa.

The farms of the following 22 Mariposa pioneers are still held by their descendants:—Hugh Cameron III 8 John Campbell XIV 10 Kenneth Campbell, XIV 10 Wm. Clark, XV 8 Wm Copeland,

XIII 6; Hugh Dundas, VIII 21; Stephen Dundas, VIII 22; Wm. Hollins, VI 22; Robert Edwards, I 16; John Ferguson, V 2; Archibald Glenny, V 17; Samuel Kirkland, X 10; Daniel Lee, XI 15; Malcolm McArthur, XV 16; Andrew McKay, XIII 16; Donald McKinnon, II 3; Norman McLeod, XV 9; William McLeod, XV 9; Andrew McPherson XI 9, Thomas Smith, I 9; Charles Truax, VII 2; Wm Wright, XII 6.

Descendants of the following 97 patentees are found on farms other than those originally granted by the Crown: Henry Armitage, Jesse Armitage, David Benson, John Black, Abraham Bowes, Hollis Bowes, John Broad, George Brown, Peter Brown, Samuel Campbell, Donald Campbell, Hugh Carmichael, Donald Carmichael, Aaron Choate, Jacob Choate, Nathan Choate, Thomas Choate, Ira Clarke, Paul Cole, Archibald Currie, Thomas Clarke, Samuel Davidson, John Davidson, Seymour Dean, Theodore Dean, David Dundas, Henry Dunn, James Emmerson, Ann Ferguson, Malcolm Ferguson, Martha Ferguson, Neil Ferguson, Robert Foster, Wm Galloway, Robert Glenny, Edward Graham, Elizabeth Grant, Hector Grant, Reuben Grant, James Hall, John Hall, Matthew Hancock, Gilbert Harris, Robert Irwin, Stephen James, Benjamin Johnston, Thomas Johnston, Amos Lake, Francis Lane, Richard Mark, Samuel Metherell, Bartholomew Mitchell, Christopher Mitchell, Jacob Mitchell, Donald McDonald, Jane McDougall, James McElroy, Matthias McKay, John McKinnon, Neil McKinnon, Angus McLean, John McLean, Norman McLean, John McKague, Susan McTaggart, Duncan McTaggart, Robt. McNab, Aaron Nichols, James Nicholls, Nathan Nicholls, Robert Nicholls, Austin Noble, Wm Patterson, Peter Phillips, James Pogue, Wm Richardson, Asa Rogers, Joseph Rogers, Joseph Russell, John Scott, Sarah Sinclair, George Sowden, John Spark, Lewis Styles, Joseph Tinney, John Thompson, James Tolmie, David Tripp, George Wallis, Samuel Webster, Wm. Webster, Jacob Whiteside, Hannah Williams, Edward Wilson, Lorrain Wilson, John Wylie, Isaac Yerex.

Patentee Survivors in Verulam.

The following 25 Verulam patentees are still represented on their original farms —Wm Brandon II 30, Wm Brown VIII 3, John Davidson IX 4, John Duggan I 25, William Elliott, VI 15, Wm Flait IV 32, Thomas Forest, VIII 2, William Foster IX 11, Matthew Ingram VIII 30 and 31, John Junkin III 14, Wm. Kennedy II 2, Richard Middleton VIII 3, Robert Mitchell V 4, Peter Murdock, VI 4, John McDonald, V 4, James McFeeters, VIII 1, James Prescott, VIII 21, Joseph Ray I 14, Alexander Robertson V 8, Robert Robertson V 10 and 11, Irwin Simpson IX 2, Thomas Steele, VIII 4, Carnaby Thurston II 7, Henry Thurston II 4, Jesse Thurston IV 2.

Descendants of the following 17 patentees are still in the township but not on the original farms —David Ball, Thomas Beatty

Alexander Ball, Henry Brandon, John Brandon James Brodie, Mary Coulter, John Crowe, Edward Davidson, Henry Devitt, John Devitt, Thos. Devitt, Wm Devitt Andrew Finlay, Robert Graham, Patrick Henderson, David Hunter, Garnet Hunter John Hunter, James Junkin, Lancelot Junkin, Edward Kelly, James Kennedy David Lamb John Lamb, David Long, Wm Long Lewis Meyers, David Murdock, James Murdock, Hugh McCallum James McCallum, Peter McDonald, Robert Parker Edward Prescott, Andrew Robertson, John Sproule, John Taylor Christopher Thompson, George Thompson, Jabez Thurston.

Fenelon Township Patentee Survivals.

The following 18 Fenelon patents are still in the original hands.—James Bate, V 6; Dougald Brown, IV 26; Amos Coates, I 9 and 2; John Cook, VI 9; Wm Hall, III 8; John May, X, 6; Charles More, X 3; John Irwin, XI 3 Joseph Littleton IX 19; Angus McFadyen, III 15, Randal McFadyen, III 15; Donald McKenzie, VI 1 Archibald McNeevin, V 21, Robt. McNeevin IV 30; Elias Palmer VI 24, Thomas Smithson, III 19 and 20, Robt. Tompkins, III 1; David Scott Willock, VII 15

The following 53 patentees are represented on farms other than their own original holdings:—Alexander Boggs, James Brien, Thomas Brien, Francis Brown, Donald Campbell James Campbell John Chambers, Benjamin Clark, John Douglas, William Ellery, John Daniel, William Ellis Ralph Faulkner Samuel Faulkner, Duncan Graham, Thomas Graham, Wm Graham, Andrew Hall, Edward Hamilton Andrew Hamilton Francis Hay, James Hay, George Irwin, James Irwin Robert Irwin, Wm Kennedy Martin Lee, Wm Marsh, John Mudat, Isaac Moynes, Thomas Moynes John McArthur John McCarrell, Colin McFadyen Mary McKay Isabella McKenzie Donald McKinnon Alexander McNabb Hiram Nelson, Thomas Oakley Margaret Patton Henry Powell, John Powell Margaret Powell Thomas Rea, Dugald Sinclair Richard Smithson, William Smithson Thomas Tamblyn Robert Thompson James Wallace Robert Wilson Joseph Worsley George Wright.

Eldon Township Patentee Survivals.

The following 55 Eldon patentees families still persist on the original farms:—Mary Black XI 17 Neil Brown IX 19 Alex Cameron, VI 25 Alex Campbell II 12 Archibald Campbell, II 12 Donald Campbell V 20 Neil Campbell II 9 John Ferguson XI 15 John Fraser VII 22 Charles Fry SPR 55 5 John Gillespie VII 11 Thomas Graves X 20 Angus Logan X 20 Thomas Lyons V 5 Moses Mitchell NPR 53 4 Roger Mason X 13 John Morrison VI 20 James McAlpine II 6 Duncan McArthur V 9 John McArthur VIII 7 Peter McArthur VII 7 Duncan McCorquodale I 3 Allan McEachern III 11 Archibald McEachern II 22 Donald McEachern V 19 Dugald

McEachern, IV 10, Duncan McEachern, III 16, Hugh McEachern, IV 7 Lachlin McEachern, X 23; Malcolm McEachern, II 11 and 15; Neil McEachern II 19, Neil McEachern VI 6; Neil McEachern, VII 8; Neil McEachern, VIII 24; Ronald McEachern II 20, Wm. McEachern VIII 24; Ann McDonald II 23, John McDonald, III 15, Donald McFadyen, II 17, Samuel McFadyen X 8; Dougald McGillivary SPR 12; John McGillvray VII 23, John McInnis, VIII 16, Malcolm McMillan, VIII 6, Neil McNabb IX 20 Duncan McPherson, IV 4 James McPherson IV 4; Colin McRae, VIII 22, John McRae, SPR 30, John Nicholls, SPR 21, John Pearce, XI 21, George Rees, II 18, Duncan Smith, V 5, John Spence X 5; Wm Taylor XI 25; John Torrey, V 16

The following 99 patentees are represented on farms other than those originally held —John Bell, Duncan Brown, Frederick Brown, Angus Cameron, Archibald Cameron, Donald Cameron, Ewen Cameron, James Cameron; John Cameron, Lachlan Cameron, David Campbell Duncan Campbell John D. Campbell, James Campbell Hugh Campbell, George Campbell, Peter Campbell, William Campbell, John Collins, Walter Coulter, Wm Dixon, Wm Dunn, Angus Ferguson, Alex Ferguson, Israel Ferguson Donald Fraser, Thomas Fraser, Hector Fraser, John Fry, Donald Gilchrist, James Gilchrist, John Gilchrist, Alex Gillanders Dugald Gillespie, John Gillies, John Gillespie Donald Grant, Neil [illegible] Grant, John Grant, Roderick Grant Wm Grant Dougald Mathieson Wm Mitchell, Alex. Munro James Munro Thomas Munro John Murray Neil Murray Alex. McAlpine, Donald McArthur Margaret McCorquodale Angus McCraig Angus McDonald Donald McDonald Finnan McDonald Ronald McDonald Thomas McDonald John McDougall Neil McDougall Eachern McEachern, Farquhar McEachern John McEachern Kenneth McEwan Peter McEwan, Archibald McFadyen, John McFadyen John McInnes Allan McInnis, Donald McInnes Alex. McIntyre, Angus McIntyre Archibald McIntyre Andrew McIntyre John McIntyre Alex. McKay John McKay Alex. McLean Hector McLean John McLean Angus McLeod John McMillan Duncan McNabb Archibald McPhail, Andrew McPherson Lachlan McQuarrie, Donald McRae Duncan McRae, Farquhar McRae, John Smith John Sutherland Jr John Sutherland Sr John Thornton Wm Walker Wm Williamson Benjamin Wilson James Wilson John Wilson Wm Wright Richard Uncles

Patentee Survivals in Somerville.

The following 18 patentees farms in Somerville remain with the original families —Ralph Byrne, VIII 3 John Coulter II 2 Wm Cundill FR 12 George Eades II 24 John Fell, I 13 14 Edward Hopkins I 7 and II 6 Wm. Mason FR 19 Donald Murray FR 13 Thomas Smith I 12 Isaac Watson FR 6 James White, FR 5h Andrew Wilson, XIII 1; William Young, VII 2.

Descendants of the following 18 patentees are in the township but not on the original holdings:—James Blackwell, Benjamin Burchell, George Cavanagh, Joseph Eades, Christopher Fell, Amos Feren, Eli Feren, James Mitchell, Alex. Murray, Thomas Murray, Robert Magahey, Henry McGee, Roderick O'Brien, Alexander Rettie, George Rumney, Richard Stewart, John Taylor, James Umphrey.

Survivals in Bexley.

No farms in Bexley remain in the original hands. The following 7 patentees are however, represented elsewhere in the township:—William Dawson, Richard Harrison, Lois Johnston, James Lytle, William Lytle, William Moore, Donald Murray.

Laxton Township Survivals.

The following 26 Laxton patentees are still represented on the original farms:—Augustine Angers, XI 2; Gideon Bailey, III 5; Mary Bailey, IV 7; Alexander Boyce, XI 11; Peter Burgess, IV 11; Edward Butterworth, I 8 and II 4; James Campbell, VIII 7; Edward Commerford, III 13; Edward Elson, VII 7; Michael Foley, I 13; Frank Hero, XI 1; Richard Hoskin, XI 11; Elizabeth Martin, IX 6; George Martin, VIII 6; Jesse Perkins, IX 12; G. M. Perkins, XI 5; John Perkins, XI 5; Wm. Perkins, XI 5; Edward Ryan, V 6; Henry Southern, V 5 and 7; Robert Staples, VI 1; Edward Stephens, IX 8; Cornelius Sullivan, III 10 11; James Wakelin, IX 3; Isaac Wicks, X 11; Wm. Winterburn, VII 11.

The following [illegible] patentees are represented on farms other than the original lots:—George Adair, James Adair, George Armstrong, John Butterworth, John Commerford, John Elson, James Gunn, Albert Southern, Daniel Staples.

Survivals in Carden.

The following 41 Carden patentees' farms are still held by their descendants:—Mary Ann Barrett, VII 4; Edward Burke, IV 2; Patrick Cronin, VII 1; John Chrysler, IV 13 17; Moses Dack, III 13; Thomas Dack, III 14; Robert Dack, III 11; Daniel Day, I 22; Isaac Day, I 21; Joseph Deverill, VI 21 22; Charles Duggan, X 3; John Finn, VI 5; Wm. Finn, VI 6; George Fox, III 16; Wm. Halday, IX 11; Robert Irwin, III 13; Wm. Ivory, III 16; James Jacob, VIII 12; George Jarrett, IV 15; Patrick Moran, II 7; John Mullaley, IX 12; Thomas Mullaley, IX 11; John McCrackin, VI 18 24; Robt. McCrackin, VI 14; Francis McElroy, V 5; Andrew McNab, I 11 23; Jas. McNab, III 3; Daniel McNamee, VIII 1; Luke McNaney, IX 3; Pat McNaney, IX 3; Michael McNulty, V 6; Adam McPeak, IV 13; John Scott, I 1; Edward Sheehy, VI 2; John Teel, IX, 12; Artemus Thompson, I 10, Solomon Thompson, I 18; John Turner, VIII 23; James Walhorn, IX

26; Nicholas Whalen, IV 4; John Wilson, IV 22.

Descendants of the following 42 patentees have changed farms within the township:—Wm. Allen, John Barrett, David Burk, Elizabeth Chrysler, Thomas Crawford, Asel Day, Joel Day, John Dorsell, John Drury, James Drury, Murty Duggan, David Finn, Michael Finn, Cornelius Foley, Daniel Foley, James Foley, Michael Foley, Alex. Graham, Andrew Graham, Hugh Graham, John Holder, Caleb Martin, Anthony Moran, John Murphy, Michael Murphy, Joseph McCrackin, Charles McDonald, Hector McDonald, Margaret McDonald, Patrick McGee, Colin McNab, John McNamey, James McNulty, John O'Connor, John O'Donell, James O'Neill, John O'Neill, Thomas Preston, Perry Teel, Franklin Thompson, Andrew Wylie, Thomas Wylie.

Digby Township Survivals.

The following 8 patentee farms in Digby remain in the original families.—Daniel Foley, I 34-36; Thos. H. Costlin, I 10-11; Robert Muir, III 27; Kenneth McDonald II 39; James McFadyen, IV 27; Patrick McFadyen, IV 26; Francis Reid, III 23-25; James Suter, IV 35-36.

The following 9 patentee names are still represented but on other farms.—John Bailey, Alex. McDonald, Andrew McDonald, Daniel McDonald, John McDonald, Neil McDonald, Edward McFadyen, Richard Peel, Robert Tufts.

Survivals in Dalton Township.

The following 24 Dalton patentees' farms are still in the original families.—Christopher Adams, I 17; Thomas Brooks, XIII 28; John Campbell XI 16-17; John C[illegible] III 24; Wm. Chrysler, II [illegible]; Wm. Elgridge VII 24; John Fleming IV 21; John Gilmore II 1; Frederick Gregg, VIII 25-26; Thomas Hart, IX 26; Thomas Justin IX 22; Charles Kett VIII 24; James Kett, VII 22; William Kett, VII 20; Thomas Morton, VIII 21; Wm McCulcheon XIII 17 21; Alex McFadyen III 37; Duncan McIntosh IX 25; George Smith I 20; Aaron Snider IV 10; Robert Stein XI 9 10; Henry Stewart I 7; Joseph Thompson III 16 17; Nancy Turner IV 26 27.

The following 20 patentees are represented on farms other than the original holdings.—Wm. Adams, Thomas Braden, Samuel Camick, Alexander Cathcart, James Cathcart, Thomas Cooper, John Dowell, Robert Fleming, Edward Gardiner, James Johnson, Alex. Montgomery, George McLeish, John Ogby, Henry Powell, John Reid, George Sandford, Isaac Snider, Robert Young, William Young, Angus Snider.

Chapter XVI

Biographies From Past and Present.

Victoria county is as large as ancient Judea and larger than Attica. Remembrance of that fact and of the marvellous achievements of the Jews and Athenians should give us a non-parochial perspective in which to view the modest record of our own race and locality.

There follows below a list of 140 brief biographies representative of the county's citizens during the past century. There are doubtless flagrant errors of omission and judgment. For the former lack of time is responsible, for the latter the author. None of the persons sketched has been approached in any way and the record (based on press and similar sources) therefore lacks the invalidation of cash subscription, on which all modern manuals of current biography are based.

The first impression given by the list is that the native-born are few but eminent. Fewer than one-fifth have been born in Victoria county, but most of that minority have been far more distinguished, on the whole, than nearly all of those who removed here from elsewhere. In the academic world, we have the records of Edward Kylie, Frederick Smale, John F. McLaughlin and R. J. McLaughlin. Dr. Alexander Ferguson and Dr. Robert Curtis reached the very foremost rank in surgery. Del Burns and Sir William McKenzie have excelled in the world of finance. John Campbell and Samuel Cornell have left their record in scientific husbandry. W. A. Sherwood was an artist of note. And F. P. McEvay and Michael Spratt became Roman Catholic Archbishops. Few of the county's foreign-born citizens measure up to these native-born.

The second impression is that these native-born have had to leave their home county in order to secure recognition and distinction. Out of 51 federal and provincial members elected between 1867 and 1917, for example, only 2 (George McHugh and John Carew) were born in Victoria. The professional, industrial and municipal life of Victoria shows a similar dearth of the county born. The county's best individual records have been made abroad. Honor at home is traditionally non-existent.

List of Condensed Biographies.

Anderson, John (1820-1892).—Furniture-maker. Born in Lanark Co., of Scottish parents. Married Jane Rankin. Furniture business, first in Oakwood and, after 1852, in Lindsay. Reformer.

Baker, Charles Leon (1815-1912).—Merchant. Born in Quebec

Barr Charles D. (1848).—Born near Brockville Ont. On staff of Montreal Gazette and Toronto Globe. 1876 purchased the "Bon-adian Post" Lindsay. Past President Canadian Press Association 1891 appointed Registrar of Deeds for Victoria county.

Barron, John Augustus (1850).—Judge of the County court Perth Ont. Born Toronto son of F. W. Barron M.A. Principal of Upper Canada College and Eleanor Thompson. Married Elizabeth C. C. Dunsford of Lindsay. Two sons, three daughters. Called to the Bar 1873. Practiced in Lindsay. Liberal member for North Victoria in House of Commons 1887-1892. Q.C. in 1888. Appointed to the bench 1897.

Beall, Thomas ([illegible]-1912).—Merchant. Born in Cornwall, England, and Settled in Whitby Ontario 1846, opened jewelry business in Oakwood 1858, transferred to Lindsay. Married Mary Ann Hicks. One son. Prominent in fruit-growing. 1879 won medal for grapes at Dominion Exhibition. Prominent in South Victoria Agricultural Society and Ontario Horticultural Society. Conservative. Anglican.

Bell, Alexander (1802-1909).—Verulam pioneer. Born in Fermanagh. Life-long abstainer and non-smoker. Lived to age of 106. At his death had 112 living descendants.

Bick, George (1820-1898).—Verulam pioneer. Held many municipal offices. In 1886 ran unsuccessfully as Liberal Candidate in East Victoria. Asst fire-ranger for 30 years. Four sons, one daughter.

Bigelow, Obadiah (1834-1912).—Miller and merchant. Born in Tecumseth Ont. [illegible] brought to Lindsay by his father Hiram Bigelow. 1857 married Lavina Davidson of Mariposa. One son, one daughter.

Bigelow, Silas (1830-1905).—Merchant. Brother of foregoing and in partnership with him 1851-1877. In 18[illegible] married Lydia Bateman. Two sons, one daughter.

Blackwell, John (1772-1878).—Pioneer. Born in Limerick Ireland. In 1798 married Miss Leeward of Limerick. Settled in Emily 1826 and moved into Ops 1831. Died aged 106, leaving 141 living descendants. Wesleyan Methodist.

Boyd, Mossom (1815-1883).—Lumberman. Born in India 1833 settled near Bobcaygeon. Married (1) Caroline Dunsford who died in 1867 leaving 4 children and (2) Letitia Cust, who died 1881 leaving two children. Farmed 1833-[illegible]. Moved to Bobcaygeon and bought up Thos Bond's mill which ultimately became a huge enterprise. Active advocate of Trent Canal. Unsuccessful Conservative candidate in election of 1861.

Boyd, William T. C. ([illegible]-1926).—Son of foregoing. Later partner in business. Several times reeve of Bobcaygeon. Three sons (one deceased) and three daughters.

Britton, Charles (1817-1916).—Merchant. Born Port Hope, son of Jeremiah B. Came to Lindsay with father 1837. Two sons, two daughters.

Britton, John Wellington (1816-1888).—Brother of C. B. Took part in California gold rush of 1847. Great hunter.

Broad, Thomas (1826-1905).—Born Cornwall England, 1846 married Elizabeth Symons. Three sons four daughters 1850 came to Canada 17 years on Mariposa township council Many years J P and on county council

Broad, John (1830-1891) —Born in England, 1857 settled near Little Britain Tailoring general store postmaster for 27 years.

Browne, David (1828-1907).—Born Tyrone Ireland. 1844 opened store in Lindsay Member of first town council 1857 Collector of Customs, 1873-97

Burns, Pat (1856).—Multimillionaire rancher and meat magnate Born near Kirkfield. 1878 went to Manitoba, 1886 founded ranching and meat business at Calgary 1901 married Eileen Ellis of Victoria, B C. One son Liberal 1915 honored by the pope by being made Knight Commander of the Order of St Gregory the Great.

Burrows, Palmer, M D. (1841 1908) — Born Ottawa. Married Charlotte Needler One daughter Medical health officer of Lindsay for several years.

Cameron William, (1828-1908) — Born Argyleshire Scotland. Brought as boy to Mariposa Held many municipal appointments almost continuously from 1858 to 1900 Home at Woodville after 1885. Seven children Presbyterian Liberal

Campbell, John (1847-1914).—Born on Fairview Farm Mariposa. Married daughter of John McKay of Woodville No children. International fame as farmer and stock breeder 1884 gold medal for having best farm in Ontario Best sheep breeder on the continent Swept all exhibitions in U.S.A and Canada Independent Liberal Patrons of Industry candidate 1894 Presbyterian elder

Campbell J E. (1824-1894) — Pioneer surveyor etc Lived chiefly at Port Perry and Kinmount Unsuccessful Liberal opponent of John Fell in East Victoria.

Carew John (1862).—Lumberman Born Emily township, son of John Carew and Jane Wilson. 1888 married Margaret Kelly of Red Rock Three sons five daughters. President John Carew Lumber Co. Ltd President Lindsay Central Exhibition. Member for South Victoria in Ont Legislature 1914 1919

Chrysler, John (1830-1918).—Farmer Born Pennsylvania 1858 settled in Carden 1861 married Elizabeth Jane Plews of Carden. Four sons two daughters. 28 years on township council Methodist

Connolly John (1827 1902).—Ops farmer Born near Baillieboro son of Nicholas Connolly of Tipperary Many years reeve of Ops. Unsuccessful Liberal candidate for Dominion elections. Seven sons, nine daughters Roman Catholic

Cooper Joseph (1830-1910).—Printer and journalist. Born in Killala county Mayo Ireland 1847 crossed to U S. A. 1853 founded the Omemee Warder 1856 transferred it to Lindsay as the Victoria Warder Sold to Edward Flood 1877 Later in 1880 founded Lindsay Watchman, which he sold to George Lytle. 1852, married Jane Baird. One son, two daughters

Cornell Samuel (1830-1894.)—Insurance agent and scientific apiarist Born in Ops Taught school in Ballyduff Omemee and Millbrook 1865 settled in Lindsay Conservative Methodist Member Board of Education President Ontario Beekeepers Association Distinguished in apiarian research Important contributions to the technical literature of his day Died suddenly but peacefully while at work among the bees in his garden.

Carswell Vincent (1861 1918).—Physician. Born in Trinidad Forty years a doctor in Omemee Warden of Victoria County

Crandell George (1828-1904)—Born at Crandell's Corners now Port Perry son of Reuben Crandell. Life long connection with local navigation. Built or owned 1 steamboats and 22 barges For 31 years on town council of Lindsay Founder of summer village at Sturgeon Point. Twice married six children.

Cruess, John (1827 1897).—Farmer Born Ohio 1837 came to Mariposa. Married Ellen Devitt of Pickering. Three sons, one daughter Conservative M P P for South Victoria 1886 90 Prominent Orangeman

Curtins, John (1846-1911) — Born Monaghan Ireland 1817 came to Canada. Resided near Islay for 41 years. Reformer Presbyterian township councillor school trustee, postmaster Three sons five daughters

Curts, Robert (1871 1918).—Surgeon. Son of Rev James Curts of Oakwood Educated Lindsay Collegiate and Toronto University 1899 married Clara Wilson of Sussex N J Three sons Settled in Paterson, N J First president of the Surgical Society of New Jersey Fellow and governor of American College of Surgeons. One of the most eminent surgeons of New Jersey Head of great sewage enterprise in the state

Daly Herbert (1880).—Son of late F J Daly of Lindsay In 1912 Vice-pres. National Cash Register Co and general manager in Toronto Director of the Home Bank. President, R J Daly Co. Ottawa, (big departmental store) President, United Brass and Lead Co. Vice-Pres. J. R. Ogilvie Co. Montreal First Chairman, Dominion Labor Appeal Board. Director of Repatriation and Employment.

Davidson, Edward (1795-1857).—Army officer and pioneer Born Armagh Ireland Served in Nova Scotia Fencibles in War of 1812 later in H M 14th Foot 1833 retired and settled in Omemee. Ultimately lieut-colonel of local militia battalion Married Elizabeth Strowbridge Twelve children.

Dean William Warren (1850-1905).—Judge Born London Ont 5th son of Rev Horace Dean pioneer U E L Methodist minister 1858 called to the bar Deputy Minister of Justice for Ontario under Hon Edward Blake. 1874 appointed Judge of the County Court of Victoria. Married eldest daughter of Gilbert Bogart of Belleville. Two sons, two daughters

Dewart, William (1836-1919) —Born [illegible] Ont. 1866 opened store in Fenelon Falls. Student of economics, whose articles, first published in the Can. Illustrated News and later promulgated by the Manufacturers' Association played important part in shaping the 'National Policy' of the Conservative party Married Jessie Graham of Smith tp. Eleven children. 1869 moved to Rochester

Deyell, John (1825-1911).—Our pioneer son of John Deyell, of Cavan Ireland Married Letitia Stinson Six sons one daughter Methodist. Conservative

Dobson, Hon John (1842 1907).—Born Fermanagh Ireland. 1861 settled in Lindsay Grocer and liquor merchant. 1878 mayor of Lindsay An intense Conservative 1892 appointed to Dominion Senate Anglican. Married Catherine Graham, of Cavan Ireland

Dormer George (1838-1876).—Born Kingston Ont son of Dr John Dormer an eminent physician B A from Laval University at 17 Three years in theology then turned to law Two years in partnership with Sir John A Macdonald, Kingston Opened practice in Lindsay first as partner of A. Lacourse, then after 1864 alone 1861 married Sarah Marsh of Port Hope. Five children 1871 73 mayor of Lindsay 1872-74 Conservative M.P for North Victoria. Roman Catholic Died of consumption

Douglas George (1835-1915).—Postmaster Born Peterboro. 1844 brought to [illegible] where his father had been made postmaster On his father's death in 1856 he succeeded him first as assistant to his mother and later in full charge J P for many years General store for 40 years. Liberal. Post office still in the family after 77 years.

Duffus, William (1835-1902)—Architect Born in Otonabee tp. of Scotch parents. 1857 came to Lindsay A carpenter who qualified as an architect by spare-time study St Joseph's Convent, St Andrew's Church St. Mary's Church and the Collegiate Institute are his handiwork Roman Catholic Liberal town councillor assessor Eight children.

Dundas, John R. (1825-1896).—Merchant. Born [illegible] Ireland 1847 came to Canada 1855 married Miss Jones of Rochester Six sons, four daughters 1865 purchased interest in Needler and Sadler mill, Lindsay [illegible] represented South Victoria in House of Commons President Toronto Savings and Loan Co Vice-President, Central Loan Co.

Dunsford Hartley (1814-1896).—Born in England son of Rev J H Dunsford 1837 came to Canada. Deputy registrar of United Counties of Peterborough and Victoria 1861 became first registrar of Victoria county Anglican Four sons, five daughters

Dunsford, James W (1814-1888).—Brother of H D Long reeve of Verulam Liberal 1861 67 member for Victoria county in the 8th parliament of the united Canadas For many years police magistrate of Lindsay

Fairbairn, Charles M (1857-1911).—Farmer Born near Lakefield Early moved to Verulam 1872 Warden of Victoria county 1890-91. M P (Con) for South Victoria Three sons four daughters

Ferguson, Alexander (1858-1921).—Surgeon Born in Eldon tp 1888 married Sarah Jane Thomas of Nassagaweya Ont Two sons Practised [illegible] Winnipeg and Chicago. Founded Manitoba Medical College Professor of clinical surgery Illinois State University President, Chicago Medical Society. Surgeon-in-chief, Chicago General Hospital. Pronounced by American Journal of Surgery to be "the cleanest and cleverest surgeon on the western continent." Devised many operations known by his name. Awarded Commandership of the Order of Christ of Portugal, the highest honor that that country could bestow on anyone outside of royalty.

Fisher, Joshua (1818-1897).—Physician. Born Sussex, England. 1846 settled in Lindsay 1852, married Laura Jellett of Cobourg. Eight children. Gaol surgeon for 23 years. 1866-77, Chairman Lindsay Board of Education.

Flavelle, John D. (1850).—Born near Peterboro, son of John Flavelle and Dorothea Dundas. 1873 married Minnie Cooper of Lindsay. Three daughters. 1864 settled in Lindsay and entered into business in Dundas and Flavelle Bros. dry goods firm. 1884 became manager of milling interests of the firm. Has a reputation in two hemispheres for superlative skill in curling. 1911 President Canada Cereal Co., a big milling merger. 1916-21, Chairman of Board of License Commissioners for Ontario. Chairman Board of Governors, Ross Memorial Hospital. Chairman, Lindsay Waterworks Commission.

Flavelle, William M. (1858).—Brother of J. D. F. Settled early in Lindsay. 1886 married Mary Helen Aird. Four sons, two daughters. Pioneer in cold storage business in Canada. President, Flavelles' Ltd. (cold storage and creamery). President, Dundas and Flavelle, Ltd. (dry goods business). President Victoria Loan and Savings Co. President, Lindsay Cemetery Co. Methodist. Conservative.

Fox, Samuel J. (1854-1911).—Born near Bowmanville, Ont., of English and Scotch descent. 1871 moved to Ops. Worked at printing and in his father's brickyards south of Lindsay, where he ultimately assumed control. 1877 married Romanza Free. 1898-1911 M. P. P. (Conservative) for South Victoria.

Graham, Alex. C. (1848-1919).—Born near Beaverton, Ont. 1855 brought to Eldon. Married Annie Stephens of Beech Lake. One son, two daughters. Taught school for 21 years, chiefly in Victoria county. Clerk of 7th Division Court for 30 years, and postmaster at Victoria Road for 20 years. Also a Police Magistrate and Secretary of North Victoria Agricultural Society. Presbyterian.

Graham, Henry (1832-1907).—Merchant. Born Quebec. Lived in Bobcaygeon, Fenelon Falls and (principally) Kinmount. Married Elizabeth Taylor of Bobcaygeon. Six children. General store at Kinmount. Commissioner and Justice of the Peace for over 25 years. Liberal. Prominent Baptist.

Graham, John (1807-1890).—Born Westport, Mayo, Ireland. 1826 settled in Ops, first on Lot 15, Con. 1, later on Lot 11, Con. 11. Colonel in the militia. Methodist, and one of the first board of trustees of Lindsay church.

Greener, James (1813-1897).—Methodist minister. Born in North of England. Pastor [illegible] Lindsay Methodist church 1857, 1867-69. Founded East Ward Methodist Church 1873.

Gregory, Edmund (1836-1908).—Born in South of England 1851 settled in Millbrook, Oct 1857, came to Lindsay with John Knowlson and founded drug store. Methodist. Liberal. Five sons, one daughter.

Hale, George (1848-1918).—Journalist. Born in Omemee 1870, together with his brother W. M. Hale founded the Orillia Packet. Prohibitionist, Anglican, Conservative. 1874, married Marion Gow. Two sons, two daughters.

Harstone, J. C. (1858-1911).—Educationist. B. A. and honor graduate Toronto University. Principal of Lindsay Collegiate Institute, 1888-1908. A noble and lovable character and an inspiration to his whole student constituency. Secretary of Lindsay Curling Club for many years.

Hood John (1848-1905).—Born Stowmarket, Eng. Elder of Lindsay Presbyterian Church. Secretary of Tract Society and of Central Charity Committee. President Lindsay Teachers Association. President Horticultural Society. Member town council.

Henslip, Nelson (1841-1900).—Early pioneer, coming from Niagara district. Presbyterian. Conservative. Warden of Victoria County 1883 and 1884.

Herriman, Weston Leroy (1838-1906).—Physician. Born in tp. of Haldimand, Ont. Prizeman of first graduating class in medicine at Queen's University, 1855. Served in American Civil War and practised at Orono, Port Hope, and Lindsay. Authority on scientific agriculture. First secretary, Children's Aid Society.

Horn, Andrew (1830-1893).—Born Ollen, Scotland, son of Alex Horn. 1852 came with parents to Mariposa. With father in woollen mill enterprise. Director Mariposa Agr. Soc. and Lindsay Central Ex.

Hudspeth Adam, Q.C. (1836-1890).—Lawyer. Born Cobourg. M. P. (Conservative) for North Victoria 1887-91.

Hughes, Josiah Charles (1843-1886).—Born Omemee. 1862 went to British Columbia. 1871 member of first legislature of B.C. 1878 appointed by Dominion Govt. as Indian Agent for the northwest coast.

Hughes Lt.-Gen. Sir Samuel M.P. (1853-1921).—Born Darlington tp. in Durham co. son of John Hughes and Caroline Laughlin. Twice married (1) to Caroline Preston (deceased) and (2) in 1875 to Mary, eldest daughter of H. W. Burk ex-M.P. for West Durham. One son, two daughters. Teacher of English and History, Toronto Collegiate Institute till 1885 when he bought the Lindsay Warder which he edited till 1897. 1872 champion of America in mile race in running. 1897 Lieut.-colonel commanding 45th Regiment. Served with Imperial forces in South African War. 1892-1904 M.P. (Conservative) for North Victoria. Since 1904 M.P. for Victoria and Haliburton. Prominent Orangeman. 1911-16 Minister of Militia and Defence in Conservative Cabinet. Foresaw the Great War and forced some measure of preparation on an unbelieving country. Responsible for the astounding rapidity with which early contingents were mobilized. Lieut.-General 1916.

Hunter John (1825-1902).—Born Dumfriesshire, Scotland. 1845 came to Canada. Owned grist mill and sawmill at Kinmount. Postmaster and J P there for many years. Several times reeve of Somerville.

Ingle, George (1837-1912).—Builder and lumber merchant. Born at Port Hope. 1862 settled in Lindsay Planing mill, 1872 1912 Married Miss Mathews, of Millbrook Mayor of Lindsay 1901 03

Jordan, William (1824-1899) — Born Cavan Ireland 1834 brought to Canada and settled on shore of Sturgeon Lake Member of first councils of Fenelon Tp and of Fenelon Falls

Junkin, John (1820-1904).—Born at Meath Ireland At 16 married a wife of same age, and sailed for Canada the following year with wife and baby girl Settled in Verulam. Seven boys, five girls. Liberal Methodist.

Kains, Thomas (1850-1901) —Civil engineer Surveyed line of Victoria Railway in partnership with Hogg Issued first complete map of Victoria County Went west in eighties and became Surveyor-General of British Columbia

Keenan, Thomas (1812-1882).—Merchant. Born Tyrone Ireland Came to Lindsay about 1840 and opened general store. After fire of 1861 built several fine brick blocks on Kent Street Extensive land-owner One of Lindsay's first magistrates. An uncompromising teetotaler Liberal. Roman Catholic Thrice married Father of 21 children

Kempt, George (1822-1886).—Born Cromarty Scotland In business at Keene, Belleville Kingston and Newcastle. 1853 settled in Lindsay General store lumbering milling grain buying 1867 M.P (Liberal) for South Victoria Sat for 5 years but refused renomination 1872 appointed sheriff of Victoria county

Kennedy John (1866-1908).—Born Tipperary 1867 opened store in Lindsay For 34 years treasurer of Ops. Five sons, two daughters.

Kennedy William (1838-1921).—Born Shercock Cavan Ireland Came to Canada as a boy and spent most of his life in Bobcaygeon in government service for half a century and superintendent of Public Works for Ontario for 17 years Anglican Two sons three daughters.

Kirkconnell, Thomas Allison (1862).—Educationist. Born Prescott county Ont. of Scotch Canadian parentage. 1885 B.A. degree from Queen's University in Mathematics and Science 1879 1884 taught at Port Elgin Vankleek Hill, Madoc, and Port Hope. 1888 1908 principal, Port Hope High School. Since 1908 principal Lindsay Collegiate Institute 1906 09 member Advisory Council of Education for Ontario 1913 honored with LL. D by Toronto University Baptist. 1889 married Bertha Watson of Port Hope Four sons, Walter Watson John and Herbert and one daughter Helen

Kirkconnell, Walter (1892-1918).—Eldest son of T A K In 1912 14 student in law at Osgoode Hall Captain 45th Regt and 14th Batt C E F Member of First Canadian Contingent August 1914 Killed in action, battle of Amiens, August 8 1918

Knight, James Henry (1851 1919) —Teacher and inspector

Born at Cowes Isle of Wight. Taught at Dunsford and Millbrook 1871 appointed Public School Inspector for East Victoria. Held appointment over 35 years. Treasurer Upper Canada Bible Society. Head of C of E Temperance Society. President of Children's Aid Society. Anglican. Organist, choir leader and hymn-writer. Four of his hymns in the Anglican Hymnal. Married Margaret Jane Noble of Sunderland. Two sons, one daughter.

Knowlson Christopher (1861-1930).—Pioneer. As young man settled in Omemee. Conservative. Anglican. Lieut-colonel in militia. Held many municipal appointments.

Knowlson, John (1803-1886).—Merchant. Born in Yorkshire England 1817 settled in Cavan tp. Ont. Thrice married 1830 appointed first postmaster at Cavan and held position till 1856 when he moved to Lindsay 1840 an active temperance worker 1862 retired from militia with rank of major 1865 one of founders of the Lindsay Land Co which placed the Purdy Tract on the market. Opened drug store in partnership with Edmund Gregory. Soon withdrew and went into the building business. Chiefly instrumental in organizing first horticultural society in Lindsay. Developed grape culture at Sturgeon Point.

Kylie Edward J (1881-1916).—Scholar, professor, imperialist, publicist, author. Born in Lindsay son of Richard Kylie. Educated Lindsay Separate School, Lindsay Collegiate Institute, Toronto University and Oxford University. On matriculation from L. C. I. secured first class honors in Classics and English and History and Mary Mulock scholarship in Classics. On graduation from Toronto University won the gold medals in Classics and in General Proficiency and the Flavelle Travelling Scholarship of $750 per year for two years at Oxford. After a very distinguished course at Balliol College Oxford returned to Canada as lecturer and later Associate Professor of Modern History at Toronto University. Prominent imperialist, and Canadian secretary of the Round Table groups. Interested in town planning and associated with the Toronto Housing Company. Author of "Life and Letters of Boniface" and a contributor to Shortt and Doughty's "Canada and Its Provinces". During the Great War became Captain and Adjutant 147th Battalion C E F. Died of typhoid and pneumonia, 1916. Roman Catholic.

Laidlaw George (1828-1889).—Born in Highlands of Scotland. Went to sea and visited Australia. Canada ate. Grain-buyer in Toronto. Leading promoter of Toronto, Grey and Bruce, Credit Valley, Victoria and other railways thus tending to focus the trade of the province in Toronto. 1871 bought a ranch in Bexley on Balsam Lake, to which he retired in 1881. Four sons three daughters. At his death the Toronto press referred to him thus: "One of the strongest characters of his day. One of the epoch making men in the commercial growth of Canada. No man of his generation did as much for the material progress of Toronto as he. He came out of his railway enterprises a poor man."

Langton John (1808-1894).—Born in Lancashire England. B A of Cambridge University 1832, settled in Fenelon tp. M. P. first for the United Counties and later for Peterborough 1856-1878. Auditor-General of Canada, 1856, laid corner-stone of present University of Toronto building. At Confederation, organized a system of public accounts for the Dominion 1878 superannuated

Leonard, James W. (1853-1919).—Born Epsom, Ont. 1873-77, Midland Railway agent at Lindsay 1877-78, agent of Victoria Ry. Lindsay 1878-80, asst manager of Victoria Ry Later with C. P. R. 1903-08, Asst. Gen. Manager, Eastern Lines, 1908-11, General Manager, Eastern Lines, 1911-18, Assistant Vice-President, C.P.R.

Lownsbrough, William (1839-1919).—Born Unionville, Ont. Many years farmer in Mariposa. Member township council for 27 years. Twice unsuccessful Liberal candidate in South Victoria. Customs officer at Lindsay, 15 years. Methodist. Three sons, three daughters.

Lynch, William V. (1855-1897).—Physician. Born Belleville, Ont. Married Agnes McGuirk of Barrie. One son. Educated St. Basil's College and Trinity College. 1885, began practice in Lindsay. Medical Health Officer. Organized local branch C.M.B.A.

Lytle, Herbert John (1850).—Born Mariposa, 1871, self-taught graduate in Pharmacy. Merchant in Cameron and Cambray. Member Hogg & Lytle grain firm, 1877-90. Clerk and treasurer of Fenelon Tp. Past manager Lindsay branch Ontario Bank and Bank of Montreal. Auditor of Lindsay. Has published manual of municipal rate-tables.

Magwood, John (1842-1901).—Born Cavan tp. 1864 settled in Eldon. In business at Victoria Road. 1886 managing director Victoria Loan and Savings Co. Lindsay. Justice of the Peace. Methodist. Conservative. Married Mary Staples of Eldon. Four children.

Makins, John (1838-1917).—Born Kingston, Ont. 1848 first graduate apprentice of Kingston Locomotive Works. 1867 came to Lindsay and established foundry. Sold out 1884 to John McCrae.

Mann, Sir Donald (1850).—Born Acton, Ont. Foreman of lumber company at Fenelon Falls 1880 became contractor in C. P. R. 1886 firm of McKenzie, Mann & Co. established which ultimately built up the Canadian Northern Railway system.

Matchett, Thomas (1822-1900).—Born Cavan tp. 1846 began business in Omemee. 1850 married Letitia Jane Hughes. Two sons, two daughters. Treasurer of Emily. 1867 elected by acclamation M.P.P. for South Victoria and supported Sandfield Macdonald. 1874 appointed county clerk and treasurer of Victoria.

Matthews, George (1824-1904).—Born Birmingham, Eng. 1841 came to Canada and farmed in Peterborough county. 1859 married Ann Smithson. Six sons, four daughters. 1860 settled in Lindsay where after a time he founded a pork packing business, later The George Matthews Co. Ltd. with headquarters at Peterboro and plants at Hull, Peterboro and Brantford. Took great interest in Baptist denominational work.

Matthews, George Sands (1867).—Son of G. M. Born in Lindsay. 1888 married Frances Ratcliff. Three sons, one daughter. Director of

Matthews-Blackwell Ltd. Vice-Pres. Brantford Roofing Co Treasurer Niagara Silk Co. Vice-Pres. Brantford Industrial Realty Co. 1911 President, Brantford Board of Trade. Baptist. Conservative.

Maunder Joseph (1842-1918).—Born Darlington tp Brought early to Manilla. Business at Blackstock carriage factory at Little Britain lumber business and flour mill at Lindsay Two sons Methodist.

Middleton, T. A. (1837-1900).—Born Fermanagh. 1848 brought to Canada. Taught school Grocery and greenhouse Lindsay District agent, Mutual Life Assurance Co

Morison, John (1823-1878).—Born Greenock Scotland 1849 settled as merchant in Woodville. Postmaster township treasurer reeve of Eldon 1867 Liberal M P for North Victoria in first parliament of federated Canada.

McDonnell, William (1814-1900).—Born Cork Ireland 1833 brought to Peterboro. Studied at Law School of Pennsylvania Settled in Lindsay in forties, and founded a tannery and later a store. 1852 supervised first census of Victoria county J P for Ops 1857 in Customs Office Lindsay Lt.-Col in militia. Composed both libretto and music for the 3-act opera, "The Fisherman's Daughter" put on at the Princess Theatre Toronto Wrote novels of a rationalistic character "A Man From Mars," "The Heathens of the Heath," and "Exeter Hall" whose sale ran into the hundreds of thousands Published two long narrative poems, "Manita" and "Cleopa."

McEvay Fergus Patrick (1852-1911).—Roman Catholic archbishop. Born Downeyville Victoria co Educated Lindsay Separate School St. Michael's College Toronto University and Grand Seminary Montreal 1887 Rector St Peter's Cathedral Peterboro 1899 Bishop of London Ont 1908 Archbishop of Toronto.

McHugh, Hon George (1845).—Born Ops son of Patrick McHugh Sr and Ann Walker Married Margaret O'Neill of Peterboro Two sons one daughter Past President Reform Association of South and West Victoria. 1896 1900 M P (Liberal) for South Victoria. 1901 appointed to Senate of Canada. Roman Catholic.

McHugh, John (1842-1897).—Brother of G McH Married Margaret Fahey Two sons, one daughter 1867 went to Iowa. Founded Cresco Union Savings Bank President Iowa Stock Breeders Association and director National Live Stock Association of America Outstanding orator and active politician 1893 appointed National Bank Examiner 1895 President Iowa Deposit and Loan Co Roman Catholic

McHugh, Patrick (1816-1868).—Born Ireland son of Roger McHugh a veteran of Waterloo 1832 the family settled in Ops 1848 married Ann Walker of Ops Seven sons, six daughters. Represented Ops for several successive years on Council of United Counties of Peterboro and Victoria 1863 first warden of independent county of Victoria.

McHugh, Patrick (1840-1908).—Son of foregoing. Born in Ops. 1862 worked on Great Lakes. 1884 elected to territorial legislature of Minnesota First county commissioner of Cavalier county Migh

Member of constitutional convention. Registrar of deeds, Postmaster at Lindsay. Also large real estate and industrial holdings.

McIntyre, Duncan John (1841-1926).—Judge. Born Tyree, Scotland. Twice married. One son two daughters. 1847 brought to Canada. Educated in Mariposa schools and Toronto Normal. Taught 8 years. 1870 called to the bar and began practice in Lindsay. 1883 el. M P P (Liberal) for South Victoria. 1890 Q C. 1882 Police Magistrate of Lindsay. 1898 Junior Judge of Ontario county.

McKenzie, Sir William (1849).—Born Kirkfield, Ont. Married Margaret Merry of Kirkfield. Two sons six daughters. Educated P S and Lindsay Grammar School. Taught school, kept store, and contracted on G T R. 1880 went west and contracted on C P R doing much work in the Rocky Mts. 1886 joined Donald Mann in founding McKenzie, Mann & Co. Developed Canadian Northern Railway system. President Toronto Street Railway. President Winnipeg Electric Railway. President Sao Paulo and Rio de Janiero Tramway Light and Power companies. Director of many other companies.

McKibbin, James (1808-1883).—Born Belfast, Ireland. 18[illegible] came to Canada. 1850 became manager Bank of Upper Canada in Lindsay. 1863 became division court clerk and crown lands agent Lindsay. 1865 county auditor. 1875 one of first board of license commissioners.

McLauchlin, W H (1824-1904).—Born Glengarry co. Came to Mariposa in early forties. 1850 married Philadelphia Pearson. 1855 bought out tanning and shoemaking business of his brother A. A. McLaughlin at The Creek, Oakwood. Ran mills for 24 years. Liberal Methodist. Prohibitionist.

McLaughlin, John F (1864).—Son of John McLaughlin of Cameron, Fenelon tp. 1888 gold medallist in philosophy at Victoria University Toronto. 1889 lecturer in biology. 1892 gold medallist in divinity. 1893-94 post-graduate course at Oxford and Leipsic. 1894 appointed professor of oriental languages Victoria University. At present Dean of the Faculty of Theology and Professor of Old Testament Literature and Exegesis Victoria University.

McLaughlin, R J, K.C. (1864).—Brother of foregoing. Taught school in Lexton and Mariposa. Studied law. Honor graduate and gold medallist at Law Society of Upper Canada. Took the most brilliant course ever recorded at Osgoode Hall. Medallist with maximum marks on record in each of the three years of his attendance. Unsuccessful Liberal candidate in North Victoria in federal election of 1904. Practised in Lindsay till 1908 when he removed to Toronto. K. C. and corporation lawyer. Senior member in law firms of McLaughlin, Fulton, Stinson and Anderson (in Lindsay) and McLaughlin, Johnston, Moorhead and Macaulay (in Toronto).

McLennan, John (1830-[illegible]).—Born Glengarry county, son of Roderick McLennan. 1855 graduated in Arts from Queen's University. 1861 founded hardware business in Lindsay. 1862 married Helen [illegible] of Martintown, Ont. Five sons one daughter. Sheriff of Victoria co. 1888-1914. Presbyterian elder.

McNeillie, James Richardson (1846) — Born Dumfriesshire Scotland son of James R McNeillie (a school-teacher) and Rachel Kerr 1851 brought to Canada 1861 73 in Omemee, associated in drug business and municipal work with Thos Matchett 1874 75 in business dept. of Montreal Telegraph Co. Toronto 1875 1901 Assistant Clerk and Treasurer Victoria co. Since 1900 Clerk and Treasurer A governor and sec'y treas of Ross Memorial Hospital. Chairman Lindsay Board of Education 1891 99 1901 President Canadian Conference of Charities and Correction Conservative. Presbyterian. Married (1) 1872 to Ellen Thornton (deceased) of Emily and (2) 1882 to Laura Gardiner of Morpeth. Three sons one daughter

McNeillie, James Kerr (1874).—Son of J R McN Educated at Lindsay and after 1891 in practical service with the G T R. and C P R. 1912 made General Superintendent Canadian Government Railways. Since 1919 Superintendent of the Susquehanna Division Delaware and Hudson Railway

McNeillie, Ralph Gardiner (1888).—Son of J R McN Born Lindsay Assistant General Passenger Agent, C. P R. Winnipeg.

McPherson, Donald (1747 1857) —Born Isle of Skye, Scotland. Sailor on man-of-war under Admiral Howe, 1831 came to Canada. Pioneer settler on Lot 1 Con IX Ops Never ill in his life. Died of old age at 110

McRae, Duncan (1802-1879).—Pioneer in North Eldon 1871 elected Conservative M P P for North Victoria. Large lumbering business at Beaverton

McTavish Rev Dr. John (1816-1897).—Presbyterian minister Labored 1854 74 in Eldon Fenelon Carden, Thorah and Mara. Remarkable for fearlessness, physical strength and intellect.

Norris, O. A. (1834 1886).—Physician Born Kingston, Ont son of Rev J A Norris, a Methodist minister Studied at Victoria Univ and in London (Eng) and Paris (France) The first Canadian to pass the Royal College of Physicians Settled in Omemee Reeve for many years Conservative. Methodist. Twice married Five children

O'Leary Jeremiah (1802-1884).—Born Cork co Ireland 1829 came to Canada Taught school in Clarke tp 1831 married Sarah Loughlin Eleven children 1850 removed to Lindsay Clerk of Ops, 1858-71

Ray Angus (1800-1884).—Born Islay Scotland Migrated first to North Carolina and then to Eldon settling near Lorneville about 1833 School-teacher postmaster township clerk farmer Presbyterian

Read, John L (1830-1913).—Founded store in Bobcaygeon 1859 Several times reeve Thrice married. Two sons. Conservative. Presbyterian.

Reazin Henry (1840-1906).—Born in Pickering tp Educated Toronto Normal and Toronto Univ Teacher at Whitby Manilla and Lindsay 1870-1899 Inspector of Public Schools for West Victoria Twice married Seven children. Quaker Conservative.

Reazin, Samuel (1830-1897).—Brother of H. R. 1850 married

Eliza Mills. Two sons three daughters. Settled in Fenelon. Several times reeve Justice of the Peace Lumber and grain business For [illegible] years foreman of the Sylvester Works Lindsay

Russell, William (1822-1888.)—Born Kilkenny Ireland. Treasurer of Ops. Twice warden of Victoria Married Caroline Dickinson of Emily Conservative Unsuccessful opponent of Hon S. C Wood in South Victoria in 1879

Seton Ernest Thompson (1860).—Born South Shields, Eng 1866, brought to Ops township. Attended the public school at Farrell's Corners (east of Lindsay) and the Lindsay Grammar School. Later became naturalist to the Manitoba government. 1898 published "Wild Animals I Have Known" A score of subsequent publications on natural history Associate member R.C A A

Sherwood William Albert (1855-1919).—Born Omemee. Educated local Grammar School Became prominent Canadian artist Many Canadian genre pictures and many portraits Lectures and magazine articles. Associate Royal Canadian Academy Member Ontario Society of Artists

Silverwood, Albert E. (1876).—Born Oakwood Educ Oakwood P S. and Lindsay C I 1901 married Eva M Ferris of Lindsay One son one daughter President and Managing Director of Silverwoods Ltd London Ont. Dealers in cold storage products and mfrs. of ice cream and butter

Smale, Frederick J (1871-1908).—Scientist business man. Born in Ops son of Isaac Smale. Educ Lindsay Collegiate Institute and Toronto University 1892 while in final year at Varsity won £150 scholarship with thesis on Phosphines. 1895 degree of Ph. D from Leipsic University Germany after three years of post-graduate study Appointed lecturer in chemistry at Toronto University 1908 entered Wm Davies Co Toronto where he became Assistant General Manager

Smale, Newton (1868).—Brother of F J S Liberal Unsuccessful opponent of S J Fox in provincial election at 1902 Assistant Manager Victoria Loan and Savings Co

Spratt, Michael J (1854).—Roman Catholic Archbishop Born in Lindsay Educ Lindsay Sep School, St Michael's College and Grand Seminary Montreal Priest at Toledo, Elgin Trenton and Belleville 1911 made Archbishop of Kingston.

Stafford, Rev Michael (1832-1882).—Roman Catholic priest and apostle of temperance Born Drummond tp Educ. Theresa College, Montreal and Regiopolis College, Kingston. 1854 ordained priest. 1868-1882 resident priest at Lindsay His unceasing fight against the universal drunkenness which debauched and impoverished the countryside is due more credit than any other single factor for the present prosperity of the county

Staples Daniel (1837-1905).—Born Cornwall Eng 1837 came to Canada 1853 settled in Laxton tp Township clerk for 13 years.

Staples, Joseph (1820-1878). Born Cavan Ire 1820 settled in Emily Reeve from the very first. Warden of Victoria for 2 periods of 3 successive years (1863-65 and 1870-72) 1867 unsuccessful Con servative opponent of A. F. Cockburn in Ont. election 1872 defeated John Morrison, late member, in the Dominion election. Did not run again in 1874. Married Miss Peel of Beckley. Died of consumption.

Stewart, Thomas (1856-1918).—Lawyer. Born Ormstown, P. Q. 1861 brought to Lindsay. 1877 admitted to the bar and began practice in Lindsay. Married Lillian Greig of Oshawa. Two sons, one daughter. Liberal. In 1905 and 1908 unsuccessful opponent of S. J. Fox in provincial elections. Presbyterian elder. Over 16 years a member of Lindsay Board of Education and Chairman of Board 1881 1912.

Sylvester, Robert H. (1847-1914).—Born Enniskillen, Ont. 1873 married Miss M. J. Clemens of Darlington tp. One son, three daughters. In early eighties began large factory of agricultural implements in Lindsay in partnership with his brother Richard. Took part in Fenian Raid campaign 1866. 1915 18 Lieut.-colonel in command of 45th Regiment. Conservative. Anglican.

Twomey, Jeremiah (1820-1895).—Born Cork co., Ireland. 1856 established blacksmithing business in Fenelon Falls. Large real estate holdings. 1851 married eldest daughter of P. Power. Eleven children.

Vrooman, Adam Edward (1847).—Born Brock tp., son of James Vrooman and Rhoda Johnston. Educated Lindsay Grammar School and Trinity University. Degree of M. D. Practised as physician in Little Britain and Lindsay. 1871 married Mary, daughter of R. P. Whiteside of Little Britain. One son, one daughter. 1904 elected Conservative M. P. for South Victoria. 1911-16 M. P. P. for West Victoria. Methodist. Conservative.

Walker, David (1836-1908).—Born in Ops, son of John Walker and Catherine McDonough. 1861 married Mary O'Connell. Four sons. Reeve of Ops, 1874-1877.

Walker, Frank (1840-1889).—Brother of D. W. Lawyer. Ten years at Regiopolis College, Kingston, in classics, philosophy and literature. 1861 settled in Dubuque, Iowa. Married Nellie Leyden of Dubuque. Three sons, six daughters. 1873 partner in firm of Walker & Rhomberg. Law, loans, real estate. Many large enterprises. Died at Capri, Italy.

Walker, John (1790-1880).—Born Tyrone, Ireland. 1817 married Catherine McDonough. May 1831 came to Canada and settled in Lot 16, Con. VII, Ops. At his death his descendants numbered 137.

Wallis, James (1810-1898).—Born Glasgow, Scotland. 1833 came to Canada. Built up big lumbering business at Fenelon Falls and so helped to found the village. Built and owned steamer "Ogemah." Later retired to Peterboro.

Walters, Thomas (1836-1904).—Born Blackdown, Devonshire, Eng. 1855 brought to Portsmouth, Ont. Served apprenticeship in local shipyard and became master ship-builder. 1861 settled in Lindsay. Built steamers "Champion," "Commodore," "Victoria," "Nipissing," etc. Many dredging operations and other contracting for Dominion Govt. 1880 appointed Superintendent of Public Works for Ontario

18[illegible] mayor of Lindsay Twice married. Seven children.

Weldon, Jesse (1810-1891).—Born near Ottawa, of English parentage. 1834 settled on Lot 15 Con X, Mariposa. First president of first temperance society in Mariposa Methodist Liberal.

Whiteside, Jacob L. (1837-1886).—Born near Holland Landing, Ont 1842 brought to Mariposa 1871 married Harriet Grace Power and moved to Toronto to study law 1876 became barrister 1876 took degree of Bachelor of Laws. 1880 appointed stipendiary magistrate in Haliburton county.

Whiteside, William N (1840-1888).—Physician. Brother of J L. W and 3rd son of R F Whiteside 1863 graduated with honors from Toronto Medical College Served as army surgeon with northern U S army in Virginia. Finally settled at Beeton, Ont. 1874 married Joanna Prior of Mariposa Two children.

Wilkinson, Joseph (1817-1891).—Born Northumberland Eng. 1842 carriage-maker at Lindsay 1855 settled on site of Cambray and founded saw and shingle mill. Married Sarah Jarvis. Three children.

Wood, Hon Samuel Casey (1830-1913).—Born Bath Ont Taught school Then kept store at Taylor's Corners Oakwood and Port Hoover First clerk and treasurer of Victoria county 1861 Liberal 1871 elected M P P for South Victoria. 1875 entered Mowat Cabinet. Successively Provincial Secretary and Registrar Commissioner of Agriculture and Provincial Treasurer 1883 left legislature to become manager of Freehold Loan and Savings Co. Toronto. Later director of many other corporations 1858 married Maria Parkinson of Mariposa Three sons two daughters.

Workman, Hugh (1802-1885).—Born near Mt Pleasant, 18[illegible] married Margaret Henderson Two sons five daughters. Came to Lindsay and secured mail contracts Large livery business 18[illegible] large mills at Minden.

Wylie, Thomas (1841-1915).—Physician. Bred in Mariposa. 18[illegible] graduated as M D Practised in Manilla Duntroon Stayner and Toronto Twice Conservative M P P for West Simcoe

Chapter XVII.

Problems in Development

The development of Victoria county is a startling phenomenon. Those whose imaginations have kindled at descriptions of migrations of the human swarm through the gloomy forests of Northern Europe should find even greater fascination in the invasion one hundred years ago by the same North European races of the forbidding forests of a new continent.

The wooded wilderness which their toil has hewn into the modern county of Victoria was more than half as large as the modern province of Prince Edward Island. Shallow contours, imperfectly drained, impeded travel and menaced farm development even after the forest had been slashed and burned away. An endemic plague known then as fever and ague but now identified as a form of malaria propagated by the mosquito host and by it alone, killed off more than one-third of the population and prostrated most of the remainder for a time.

Nor were these natural enemies the only obstacles to settlement. The rectangular survey system now universally condemned, platted roads over almost impassable courses, up rocky escarpments and across marshes; isolated farmers from one another in a way now known to have been highly unnecessary; often set up farms containing only a miserable fragment of tillable land and almost doubled the road lengths and distances between villages. Worse still it helped to promote speculation and the absentee speculating landowner was almost the worst human enemy of the genuine settler. The worst enemy was the tavern keeper who plied his vampire trade at every cross-roads and sucked out the economic and moral life-blood from the community. Near one village in Eldon, for instance, almost every farm in the whole concession passed from the hands of bankrupt families, despoiled and debauched by the village tavern.

In spite of all these foes, however, the pioneer race succeeded through sheer dogged toil in establishing a civilization in South Victoria. Roads gradually improved; railways were built to provide access to outside markets; drainage reclaimed great areas of swamps; speculators' unimproved holdings were bought and cultivated; and prohibition slowly came to save the county's manhood from demoralizing exploitation.

In North Victoria, an equal if not greater expenditure of human effort was made but the land was not suited for agriculture. The heroic but misguided attempts to establish farms in the face of nature's refusal resulted in despair, the emigration of the enterprising,

and the penury and frequent degeneration of the remnant who could not or would not leave the region.

Attendant on the rural development of the county came the growth of villages chiefly from the germ of a mill-site and mill as in the cases of Omemee, Lindsay, Bobcaygeon, Fenelon Falls, Little Britain, Kinmount and Coboconk. Industries such as lumbering, gristing, tanning and wool-working which were based on the natural products of the countryside fed the village growth. Where railroads focused the streams of raw material as at Lindsay industrial development soon created a town. Fenelon Falls and Bobcaygeon, being even closer to the timber resources of the north, once excelling in lumbering, but have dwindled with the disappearance of these resources.

The passing of the forests and the change from cereal farming to mixed farming have affected town and village industries all over the county. In Lindsay for instance lumbering has only a shadow of its former importance and gristing is almost a lost art. The cause of the latter decline is not far to seek. In 1854 Lindsay exported 700,000 bushels of wheat and 800,000 bushels of other cereals; by 1908 over 90% of the wheat used in the county was imported and county mixed grains were insufficient for local chopping. A new system of mixed farming was feeding the grain to the stock and making profit out of the animals.

The result of these changes in the fundamental products of the county has been a rapid decrease in the size of all the villages and a slackening (though not a cessation) in the growth of Lindsay. The rural population has also diminished strikingly. From 1881 to 1911 the county apart from Lindsay dropped from 25,133 to 11,910, a loss of 6,233 or more than 31%. The assessment rolls for 1918 show that a county population of 28,694 (including Lindsay) comprised 7280 in the town, 2648 in the four incorporated villages, about 2874 in nineteen unincorporated villages and hamlets (or 13,302 in all town and village communities) and 15,380 in the open country.

Economic and social maladjustments are obvious in the situation. No scientific attempt has been made to put each part of the county to its best use. Everywhere the attempt has rather been to impose indiscriminate agriculture on unselected land. Where man has conquered the result has been a farm. Where nature has conquered the result is North Victorian desolation. Further no scientific attempts have been made to adapt town industries to changed economic conditions. The county's chief annual output—its stock—passes out to larger centres without any active relationship whatever to local industry. Nor has any effort been made to correlate a scientific development of the county's resources with an industrial utilization of these resources.

Socially a lack of community organization has left the majority of rural citizens housed in discomfort, lacking in hygiene and isolated socially and intellectually from their fellows (as compared with dwellers in the town).

Essentials of Modern Civilization

In any plan for reconstruction and human betterment, nothing is lost by a preliminary statement of ideals. Professor Flinders Petrie has claimed that the three essentials of civilization are (1) justice (2) security or the permanence of justice and (3) toleration. Based on these minimum fundamentals of the nation we may, however, seek to set up the following necessary possessions of the individual if our civilization is to be wholly sound —(1) economic sufficiency (2) health, (3) social intercourse (4) education and (5) recreation.

The only true wealth is human life. The accumulation of wealth for its own sake or for the sake of unnecessary indulgences is only vicious if human beings are thereby denied the right to normal development outlined in these five points. The aim of a nation's development if it is a true nation and not merely a vast, multiplying swarm of human animals is to secure equality of opportunity for all of its citizens to enjoy the results of human labor. For this the individual requires little wealth but there is a minimum below which distress becomes acute and not only the amenities but the very necessities of life a matter of struggle. Economic sufficiency is therefore the first essential. Prosperity is useless without health and health needs the aid of recreation. Finally, man would be but brutish without education and social intercourse to fit him for a place in modern life.

These essentials are still far from being met. With the collapse of wartime prices the farmer's income is far from being an adequate return for his work. The average farmer's net income in the United States is $5[illegible] per annum of which $322 represents interest at 5% on capital invested and $211 the wage for his year's hard labor. This estimate does not include the value of home rental or the value of farm products used in the home. Figures are not available for a town like Lindsay but private knowledge could quote many instances of individual hardship. The further development of the community depends so much on its prosperity and consequent ability to pay through taxation, for the amelioration of communal life, that all plans for reconstruction must begin with a basic study of county economics.

Knowledge Needed, Then Planning.

A thoroughgoing survey of the county is needed to provide this basis of accurate knowledge on which to build a scientifically and economically sound county. Experts should be hired to record the nature of the soil on all land occupied or unoccupied. Their report should mention the crops—grains, roots, stock, hardwood forests, softwood forests, etc.—for which each tract is best suited. They should also note any outstanding problems of rural life and development. And finally they should make an assessment of the actual revenue-producing capacity of every parcel of land.

Given this definite information, the county council could then proceed to lay plans for future development. The aim should be altimately to adjust each part of the county to the use for which it is best suited and from which the best permanent (though not necessarily the best temporary) profit will come. It is folly to kick against the pricks and to strive to put land to wrong and inferior uses. Nature will make a final adjustment in the long run, perhaps cruelly as by the present withering away of the North Victoria population, and it would be the part of wisdom to fight with her rather than against her.

In the seven townships of North Victoria there are over 200 square miles of waste land available for reforestation. The Counties Reforestation Act, 1911 (1 Geo. V, c. 74) gives county councils the power to acquire, plant and manage forest reserve lands. The only limitation is that debentures owing for the purchase of such land must not exceed $25,000 at any one time.

The economic desirability of county reforestation is overwhelming. Most of the timber of the north country is gone. Most of the lumbering businesses of the county have been starved out of existence. Trees are the only crop that the country can grow. Their provision and supervision would allow certain industries to work on in perpetuity. A poplar reserve, for instance, worked in a ten-year cycle, would guarantee virtual immortality to a book-print pulp-mill. Other trees could be worked on much longer cycles for wood turning and furniture-making.

Such plans would, however, be a waste of public funds unless an efficient system of fire-prevention were set up. Millions of dollars worth of timber have been burned away in this county in the past and every reserve would be sure to go sooner or later unless precautions were taken. Fire wardens are perhaps too expensive for individual private lumber firms, but the county or better still Victoria, Ontario, Peterborough and Haliburton counties jointly ought to be able to maintain an aeroplane fire patrol. Chimney-screens for railroad and traction engines should also be insisted on, campers warned incessantly and reckless fire-lighters jailed without the option of a fine.

Minor reforestation schemes should include (1) the planting of woodlots on most farms and their permanent maintenance according to a policy of annual selective harvesting and replanting, (2) the planting of clumps of trees in the corners of fields to serve as shelter for stock, and (3) the planting of trees along all highways. At the present time the tendency is all the other way and our county roads (such as the Fenelon Road) rendered bare and ugly by the slashing away of every tree, large or small.

Correlated with the establishment of forest reserves in North Victoria there should be plans for (1) removing that unfortunate portion of the population which occupies land unfit for sustaining civilized conditions, (2) fish farming in the North Victoria waters, (3) game farming in the forests and (4) reserving bush areas adjacent to the main water systems, with a view to adjusting the territory to summer recreation.

A great economic problem, which the county has already consid ered is that of rural transportation. Heavy expenditures on good roads have already been made under the Ontario Highways Act whereby province, town and county contribute to the construction of main highways in the ratio of 40 to 30 to 30 and to maintenance in the ratio of 20 to 40 to 40. As the importance of the work is now taken for granted it will be unnecessary to do more than reiterate some well-known truths:— (1) In some parts of the county (and especially of Ops) macadam sinks quickly and unfailingly into boggy subsoil. (2) R. A. McIntosh, Chief Engineer of the Toronto and Hamilton Highway Commission, has shown that the average annual maintenance cost per mile is $70.28 for concrete surface and $3,356.01 for macadam surface. (3) Permanent county roads should not be wider than is necessary for two vehicles to pass with ease, otherwise costs soon become prohibitive. (4) Part of the county cost could quite equitably be levied on the farmers immediately benefited after the manner of the urban frontage tax, leaving only a fraction of the expense to be raised by general levy. (5) Debentures should not be issued for a period longer than the durability of the work. Permanent paving, grading and diversions could be financed on a 40 to 50 year basis but the cost of temporary surfaces should never be spread over more than 10 years. Otherwise posterity is being made to pay for something it will not get.

Municipal Planning in Lindsay

In Lindsay a scientific survey followed by developmental planning is also a present need. The enabling legislation for such a work is to be found in the provincial Planning and Development Act (8 Geo. V, c. 22), by which any municipality may prepare a development scheme, subject to the supervision and approval of the Ontario Railway and Municipal Board (Donald M. McIntyre, K.C., Chairman.)

The two chief municipal concerns in such a development scheme should be (1) a physical reconstruction on a zoning basis, and (2) a revision of the whole system of assessment for taxation.

The former problem is difficult because the town has already grown haphazardly for over eighty years. The ultimate aim should be, however, (1) to restrict all new factories to a given area and gradually to remove existing ones to the same area; (2) to make residential sections inviolate from railways and factories; (3) to establish park areas; and (4) to set up a standard for all new dwelling-houses. For instance, the existing railway up Victoria Avenue is a crime against the town. By building a swing bridge near Carew's sawmill, trains for the north could be sent out by the old Midland line through the East Ward and the fine 100 foot avenue (laid out to match with Kent Street) would be relieved for the town. Then, perhaps, the disgraceful north half of the Kent-Cambridge-Peel-Victoria block and the equally disgraceful west half of the Peel-Cambridge-Wellington-Victoria block could be cleaned up—the former turned into park an extension of the existing Victoria Park and the latter built up with beautiful residences. The southern one-quarter of the town adjacent to the Grand Trunk railway or the northeast area of the town adjacent to the C.P.R. are logical factory areas and might well be reserved for that purpose.

A magnificent piece of town planning, now doubtless impracticable, would have been the earlier reservation of the six blocks bounded by Angeline, Kent, Cambridge, Peel and Henry streets for public buildings and contiguous park areas. On this space we already have the Town Hall (of dubious architecture), the public library, Victoria Park, the Armouries, the Central School and the Collegiate Institute with their grounds, and the Ross Memorial Hospital. Insert a county girls' residence west of Adelaide Street, a park-girt community hall east of Albert Street, and a park area north of the Public Library and Fire Hall and the picture is complete.

A more feasible operation would be the further development on both sides of the river of McDonnell Park, and the acquiring of the Murphy property on Adelaide Street, as a community playground and park.

The effects of planning a sane system for Lindsay would ultimately be the beautification of the town, the increased efficiency of industry and the all-round improvement of the residential section. It would however take a long time fully to realize the scheme unless drastic and very costly action were taken.

Much easier, except for the lack of trained valuators, is a revision of our land assessment. There has been in the past no more vicious source of economic evil than the rapacity of the rent-sweating landlord and the real estate speculator. Land assessments have been inflated, real development has been hindered and the few have battened on the injury of the many. A single tax on land aiming at communal ownership is one radical suggestion. But in a country like Canada where the majority of citizens are private owners and where the governmental policy repudiates the common ownership theory of Henry George, a confiscation of rent by a single tax on land values would be a social injustice.

An increment tax on land transfers would restrain at least the speculator. For this a special scientific assessment should be made of all land on a basis of its actual revenue-producing capacity, for this is the only sound business estimate of its worth and puts local taxation on a reliable foundation. Then in the case of any sale of real estate a heavy tax should confiscate for the community the greater part of any excess in price over the actual value. Where tried, as in England since the budget of 1909, this system has discouraged speculation and benefited investors by setting up a sound standard of values.

In the case of vacant land within the town limits, taxation should be levied on its revenue producing capacity as agricultural land, provided it is kept under cultivation. If left idle, the rate should be doubled or trebled. When the time comes for it to be sold for building purposes a tax should be levied on the difference between its revenue-producing capacity as agricultural land and its revenue-producing capacity as building-land and a very heavy surtax on any excess in selling price over the latter value.

Another provision needed to safeguard the town against speculators is an ordinance that waterworks, sewerage, and sidewalk must be provided at the owner's expense before any land is placed on the market for building purposes.

For the present too an area of about one square mile of agricultural land, lying at the northeast and southeast corners of the town might very well be turned back to the township of Ops until the growth of the town justifies the extension of modern improved building in these directions. When such extension comes it should be kept in mind moreover that a system of narrow residential streets (never more than 40 feet in width) faced with narrow but deep lots reduces the cost of improving the land (by paving, sewage instalment, etc.) to one-third of that paid at present and yet provides more air space and garden space.

For successful development of the East Ward additional bridges across the Scugog are desirable. At present the town is like a huge wasp, with its swollen halves joined only by two bridges both in the very centre of the town. The gap between Colborne Street East and Colborne Street West is as great as if the streets lay in different counties.

Scope for a Voluntary Organization.

It has been found by experience that many problems of civic development can be more effectively studied by a democratic but voluntary organization, a Civic Improvement Club or something of that nature. Such a club should not, of course, encroach upon the prerogatives of municipal councils and other existing corporate bodies. Its functions should not be executive so much as educational and inspirational. It is hard to inaugurate reforms in advance of the average intelligence of the people and a municipal council is so busy with the multitudinous details of administration that it has little time for serious community study and none at all for educating public opinion up to the need of breaking new ground. The voluntary organization on the other hand, can study community problems and by stimulating popular knowledge and ambition make possible the changes which the civic fathers would otherwise have felt impossible.

The natural nucleus for a Civic Improvement Club in Lindsay is the Board of Trade. There have been seasons when the Board has seemed little more than a commercial club with the sole idea of fostering higher profits for retail merchants. Such an ambition stultifies the Board and defeats its ends. If however it were to seek first the righteousness of community regeneration prosperity would doubtless be added in due time.

A tentative organization for a Civic Improvement Club would

include an Industrial Committee, a Community Improvement Committee, a Health Committee, a Community Study Committee, a Recreation Committee, and an Agricultural Committee.

The Industrial Committee should determine as precisely as possible the nature and range of the town's economic possibilities, the extent of adjacent natural resources and the probable future size of the town under healthy development.

A general principle to be observed is that industries in the small town are not likely to prosper unless they are supported by local supplies of raw material. The Flavelles Ltd. cold storage and creamery business is a case of successful adjustment to local resources. A county reforestation scheme would probably stimulate local wood working. A modern abattoir in Lindsay would support both meat and tanning businesses at lower cost. (At present butcher's meat from Ops farms has to come to Lindsay shops via Toronto, thus involving double freight.) Again light soil in North Emily and Southeast Eldon now unsuited to cereals might be sown to potatoes for the support of an industrial alcohol factory. The importance of this latter industry in view of the certain ultimate ascendancy of industrial alcohol over gasoline cannot be overestimated.

Above all there should be no mad rush to secure large industries transcending and out of relationship with the county's resources. The highest good of a town does not lie in the income of its retail stores but in the healthy life of its people. Now the small town has the most human type of existence, for here neighborly experience—lost in the country by isolation and in the city by congestion—finds its strongest expression. The social value of the town cannot be over-stated. It is the seed bed of the primary social virtues that grows from simple, direct personal relationships and interchange of services, and from it come a disproportionate percentage of the leaders of the nation. Any sudden industrial growth which would menace this healthy social town life is therefore to be deprecated.

Finally the Industrial Committee might study local commercial possibilities, eliminate waste by establishing joint delivery systems, encourage existing industries and provide an attractive town label for all goods shipped.

The Civic Improvement Committee with its nucleus in the present Horticultural Society might accomplish some of the following undertakings:—(1) Further beautification of streets, parks and homes. (2) Removal of all bill-boards and posters. (3) Holding of Old Boys' Reunions. (4) Renaming of town streets after men prominent in local history (e. g. Purdy Street instead of Huron Street, Britton Street instead of Ridout Street, and McDougall Street instead of York Street.) (5) Publication of civic booklet, including a choice series of views.

The Community Health Committee might well have the Medical Officer of Health as its chairman and should in any case aim to strengthen his hands by educating the public in every possible way

Some of its aims might be as follows:—(1) Aim at ultimate 100% installation of waterworks and sewerage. Lindsay with 70% of all houses served, is far above the average but should not be content until the other 30% are linked up. (2) Seek a proper system of sewage disposal by means of septic tanks. At present McDonnell Park might better be named Cesspool Park. All trunk sewers should be diverted to septic tanks and the aseptic product used for farm fertilization. This system would permit of the extension of sewerage through those areas which drain into the Scugog above the locks and have hitherto been without service. (3) In the mean time have all well-water (with that from farms also) tested free of charge in the L. C. I. laboratories. (4) Inaugurate a garbage system. (5) Build a public lavatory. (6) Improve fire protection so as to remove the present insurance surtax of 10 per cent. (7) Continue clean-up days. (8) Have public health talks. (9) Keep printing health articles in the press. (10) Get health literature for distribution, dealing especially with sanitation and the filth fly. (11) Work for proper inspection of butcher's meat and the protection of all saleable foodstuffs from contamination by flies and dust. (12) Agitate unceasingly for medical inspection first of every school-child and ultimately of the whole community. Neglect in this matter is the most glaring crime of the present day. Every child has a right to all the safeguards that the modern community can give him. Every child should have a registered medical history sheet, which should follow him through life. Such medical supervision is not Prussianism. It is even more than a privilege. It is the right of every modern child. The denial of that right dooms thousands of children, the country over, to unnecessary inefficiency and disease, and even to premature death. An awakened public conscience in Lindsay should force action in this matter.

The Community Study Committee, which should have a definite rapprochement with the Board of Education, Night School Board and Public Library Board, might undertake the following projects:—(1) Transform the Public Library by installing bulletins and reports on specific items of civic consequence and 200 or so volumes dealing with the fundamentals of civic intelligence. (2) Conduct a social survey of the town, stressing especially occupation, income, family expenses, secondary education, church capacity and attendance, charity, forms of recreation and social life, and disease and mortality statistics. At present, for instance, nobody knows how many people in town are below the financial headline, and nobody seems to care. (3) Conduct a permanent course of community study by means of a civic forum, lectures, open discussions, reading courses in civics and municipal management, and annual charting and graphic representation of the doings of the local municipal government. (4) Awaken community interest in continual education for the adult population. The present Night School offers instruction in absolutely anything for which there is a popular demand, and that practically without charge. Education should not be regarded as a childhood pursuit. It rests with the public to help itself to advanced instruction all through life.

The Recreation Committee should plan the following:—(1) Supervision of children's play. One afternoon last spring after school a swarm of boys and girls could be seen on the Central School campus engaged in a promiscuous and wildly incoherent rough-and-tumble purporting to be a game of rugby football. (2) Fitting up public playgrounds with swings, tennis courts, pools, etc. The town is shockingly lacking in playground equipment. (3) Provision of facilities for swimming, a riverside pavilion with separate dressing-rooms for the sexes, and competent instruction in swimming. (4) Preparation of a careful yearly program whereby celebrations, picnics, athletic contests, and a schedule of sports are all provided for.

The Agricultural Committee should consist of perhaps ten town members, the county Agricultural Representative and the presidents of the several U. F. O. clubs throughout the county. Its task would be the statesmanlike one of unifying the divergent viewpoints of town and country populations by making them conscious of their common underlying relationships.

Farmer and townsman alike usually forget that Lindsay does not consist merely of that territory within its incorporated limits but rather includes all the countryside which is tributary to it. From the economic point of view, farmers in Ops are as much part of Lindsay as if they worked in its factories. Municipal boundaries have no commercial significance.

Unfortunately there is a moral cleavage between town and country as wide and deep as any Old Country class distinctions. The townsman asserts supposed superiorities of sophistication and occasional specialization and treats the farmer as an alien, who must, however, be conciliated for the sake of trade. The farmer has been retaliating in recent times by an hostility which, though deprecated by U. F. O. statesmen like Drury, is kept alive by such class-conscious fanatics as J. J. Morrison. Both attitudes are in direct contradiction to the main tendency of economic relationships.

The aim of the Agricultural Committee should therefore be to bring about a conscious identification of fortunes. Let trade dealings be based on mutual fair play, free from attempts at sharp practice. Let rest rooms be provided for farmers' wives, and ample parking accommodation for farmers' automobiles. And let there be careful study of all problems in common, so that town and country may realise their essential unity.

Rural Community Organization

The plans which have just been outlined for the town of Lindsay can also be adapted to rural communities.

Humanly and socially considered, Victoria County, apart from Lindsay, consists of some 24 civic centres or villages, each of which is the focus of a geographical area. For permanent reconstruction we need each of these smaller areas, whose people can get together frequently, to set up active community organization for social life, self-study and improvement, and economic interests. Without absorbing life in these local communities, no country-wide plan of development can ever hope to succeed.

The institutions of the community centre should be —(1) a farmers exchange or co-operative business office (2) a school house as a centre for study clubs lecture courses debates, etc. (3) a church as a centre for community ideals and (4) a community hall like that at Little Britain as a recreational neighborhood house owned and managed by the community. A consolidated school building might perhaps serve as farmers office school, and community hall as well. The main thing is to give community interests a hearth stone.

As the vitalising voluntary organization which should accomplish the work of community-building one might begin with an existing U F O. club. The ultimate objective should be a Community Council containing representatives of the U F O club Women's Institute, church and school. Committees might be appointed to deal with Finance Community Study Rural Health Community Improvement and Recreation. A Community Secretary is also important if the work is to function.

The Finance Committee would really be a business concern as seen greater development of the U F O. plan for co-operative buying of equipment and marketing of products.

The Community Study Committee would probably consider the following —(1) the adaptation of the crops of their area to the findings of the County survey already referred to (2) systems and methods of farming including crop rotation seed and variety selection, tests of different thicknesses in closer seeding tillage and the maintenance of soil fertility by manuring (3) local problems of labor machinery and equipment (4) business methods in buying and selling (5) standardization of crops or live stock for the community (6) securing of rural credits on community security and for productive purposes only. In all of this, the help of the County Agricultural Representative would need to be accepted, as well as the advice of pertinent economic literature. The principle of co-operation would need to be worked to the uttermost. It is quite conceivable for instance that a farming community might employ an expert accountant to handle its book keeping.

From the financial stringency of the present hour it should be realized that more than haphazard farming methods are needed to make agriculture yield an adequate reward. Efficiency of co-operative organization based on the fullest knowledge of local needs will more than justify the energy required for its establishment.

In connection with the whole problem of increasing the farm output, one might at least refer to the French system of domestic manufacturing during the winter months. We might perhaps picture 1000 Victoria county farm homes co-operating in the winter output of small standardized wood by-products—boxes [illegible] toys [illegible], utensils, etc., utilizing training in woodworking received in manual training classes in consolidated schools using small lathes in each home, run by Hydro-electric power, drawing their wood supply from the county forest reserves, and selling their standard products co-operatively.

The Study Committee should also encourage school training in agriculture for boys, domestic science instruction for girls, and a study of all community problems by the whole community.

The Rural Health Committee should aim at a definite health policy for the community. At the community centre there should be a nurse, hospital service, a community clinic, and perhaps community baths. The study of rural health should be promoted and a definite scheme of rural sanitation drawn up by a competent physician.

Rural communities have been without health programs in the past and it has come to be true that "preventable diseases are largely rural diseases." Federal authorities have found that 75% of all farm wells are contaminated and the water unfit for use. We find most wells on porous ground on a lower level than the barn, the pigsties, and the manure heap. Privies are without sanitary safeguards. Rural schools are notoriously unsanitary in their privies and water supply.

Sanitary equipment can be installed in any farmhouse with an ease that would astonish the owner. Such installation should be the aim of the Rural Health Committee.

It should also seek to give every individual, and especially the children, thorough medical inspections at regular intervals. Medical history sheets could be kept on file at the community clinic. Some such system is a right to be claimed for every member of modern civilized society.

The Community Improvement Committee could seek to reserve and beautify squares and parklets in the central village, to plant shade trees and fruit trees along all highways, to encourage beauty and variety of architecture in farmhouses, and to plan the laying out of village buildings whenever possible. Most villages are a spectacle of [illegible] disorder though some, such as Kirkfield, are noteworthy exceptions.

The Recreation Committee might include the following in its program:—(1) community picnics and socials, (2) holidays and celebrations, (3) dramas and concerts, (4) supervised cinema programs, (5) entertainment courses, (6) sports contests, (7) inter-community contests, athletics and debates. Its work is vital for the organization of the community, for daily life on the farm is stark isolation compared with town life, and frequent community gatherings would help to establish that neighborly cohesion which is so lacking in the country.

A question which lies rather outside the scope of such community committees is the consolidation of rural churches. It is questionable whether any centre in the county except Lindsay can really support more than one strong church. Fenelon Falls, with an adult church-attending village population of not more than 150, is attempting to pay the expenses of six. Unification is needed for efficient survival and experience elsewhere (especially in New Ontario) has shown that best results are obtained from a federation scheme whereby the several congregations are enrolled according to their original denominations and on removal to other centres receive letters of transference according to this original alliance. This confederation of small churches helps to bind the community together in a way otherwise impossible.

Limitations to Development Planning.

Such, then, has been a tentative plan for the further development of the county towards higher civic life.

It is undeniable that we need far-sighted and comprehensive plans based on accurate scientific knowledge. We are too familiar nowadays with a hectic religiosity that is so busy looking for signs of a supernatural millenium that it has no concern for the slaughter of little children by preventable diseases. Equally dangerous is the impulsive blunderer who tries to push through small superficial schemes based on imperfect knowledge. We must have broad, accurate knowledge of our problems, organization to plan reconstruction and public education to make action feasible in a democracy.

Planning is, however, only a means to an end and not an end in itself. That end is economic security, health, social intercourse, and intellectual and spiritual growth for all. Unless the end is attained, the plan is worthless.

Planning is largely dependent too on individual enthusiasm and idealism. Unless action is directed and propelled by vigorous community patriots the highest achievements are necessarily impossible.

Further development cannot take place in advance of financial feasibility. Wherever municipal action is involved the burden-bearing capacity of the taxpayer provides a danger-limit beyond which expenditure cannot go.

Finally, the most perfect development system would be sheer mockery if the population were to die out. Rural Victoria has dwindled from 15 133 to 13 210 in 24 years. That the decrease is in children and not in the older generation is shown by the fact that in West Victoria alone the children of school age have fallen off from 2 593 to 2 477 while the householders have actually increased by 482. The result is an average of half of a child of school age in each household or one such child to every two homes.

Beyond certain limits, the cry for "fewer and better babies" is based on a ghastly misconception. If a population is even to hold its own, an absolute minimum of four children must be born into every family. Statisticians have shown that of these four, two either die in childhood or do not marry when grown up. Two only then of the second generation are left to represent their two parents. At one child per family a population of 2 000 000 would die out in 200 years; at two per family it would dwindle to 7 812, and at three per family it would stand at a mere 195,018. Only at four per family would it

hold its own. All this is a case of natural laws and is no more debatable than the axioms of mathematics.

The family is the fundamental unit of the state. There can be no enduring civilization apart from the healthy life and affection of the family. A race that pursues after the froth of modern life and fails to maintain and hallow the great office of maternity will soon shrivel away. Is this to be the end of the virile stock that wrought out our country from the wilderness?

INDEX

Agricultural history 60—70
Agricultural societies 68—71
Alcohol 11 214
Algonquin River 121
Anglican Church, Lindsay 2 2— 211
Area of Victoria 10
Argyle village 15

Baptist Church, Lindsay 214—5
Bexley township 74—7
Biographies in brief 228—315
B L & P railway 57 151
Bobcaygeon village 55—6 157—9
Boer War 160—162
Bolsover village 16
Bonuses to railways 16 115
Burnt River village 50

Cambray village 51—7
Cameron village 57
Canada Company 11 22
Canadian Pacific Railway 23 151—3
Canadian Fuel 112
Carden township 82
Cemeteries, Lindsay 217
Central Exhibition, Lindsay 70—7
Champlain, Samuel de 75 125 130—31
Church history 202—217
Coboconk 77—9
Collegiate Institute, Lindsay 174—7
Co-operation, forms of rural 73—5
Corson's Siding 73—5
Crop Statistics 50—1

Dairying in Victoria 64—5
Dalton township 66
Depopulation, factors in 173,—1 155 245 356
Digby township 62—3
Downeyville 27
Dunsford 55
Educational history of Ontario 154—170
Educational problems 178—175
Education in Victoria county 171—7
Eldon township 10—17
Emily township 24—53

INDEX

Escarpment, great limestone 117—118

Federal politics 133—131
Fenelon Falls village 49—51 143
Fenelon township 47—53
Flint-working 121

Geology 13 116—131
Ghost Island 74
Glacial period 112—120
Grand Trunk Railway 13 141—9
Grange and U F O 73—78
Highways 42 76 243
Hospital Ross Memorial 110
Hughes, Sir Sam 100 120 190 132 224
Huron Indians 122—133

Ice Age 119—120
Indian life and customs 120—1
Indian ossuaries 129
Indian period 122—134
Indian villages 123—126 133
Irondale Bancroft & Ottawa Ry 161
Iroquois Indians 130—132

Kinmount village 30
Kirkfield village 40 141

Laxton township 31—2
Librarian 170—171 177
Lindsay town 31—115
  Academy of Music 111
  banks 194—5
  canal works 140—142
  churches 202—217
  civic improvements 103—111
  commercial 103—112
  fire 39—100
  hospital 112
  House of Refuge 109—110
  incorporation 29
  industrial 133—5
  invasion 34—36
  lighting, water 135—9
  mayors 98—9
  post office 110—111
  press 112—113
  sewerage 107—8
  sport 119—112

streets 106—9
survey 92—3
water supply 122—7
Little Britain village 81
Longford township 32—4
Lorneville 32

Manilla village 31
Mariposa township 32—33
Methodist church Lindsay 237—240
Midland Railway 12 105—6 149—122
Military history of Victoria 121—201
Militia organization 101—120
Mining 25—41
Mississauga Indians 2, 70 132—5
Municipal institutions 17—18 33

Navigation 22 32—7 98—8 106—140
Norland village 81
Northern townships 12—90 72—99
North Victoria economics 95—13

Oakwood village 20—21 172—5
Omemee village 20—97 172
Ops township 32—40

Patrons of Husbandry 72
Patrons of Industry 70
Pioneer life 12—13
Pioneer survival statistics 218—237
Pleasant Point 33
Politics in Victoria county 134—133
Population 22
Port Hoover 15—20
Preglacial geography 110—116
Presbyterian church Lindsay 210—212
Problems in development 224—227
Provincial politics 122—232
Public schools of Ontario 134—137
Purdy William 20—7, 31, 92 94

Railways 12—10 33 120—131
Red Rock 99
Reforestation 90 247
Religious life 12 222—217
Robinson Immigration 22—24
Roman Catholic church Lindsay 202—227
Ross Memorial Hospital 110

Salvation Army Lindsay 215—217
Saskatchewan Rebellion 100—132
Schools of Victoria county 14 171—180
Scotch Line 24—5
Scugog River 38—7 119—120 166—168
Secondary Schools of Ontario 127—170
Senators from Victoria county 130
Soldier Dead World War 133—137
Somerville township 70—81
Southern townships 64—66
Steamboats Kawartha lakes 130
St. Mary's townsite 77
Stock-raising in Victoria 62—6
Sturgeon Point 22

Technical Education 170—171 179—180
Toronto and Nipissing Ry 12 122
Trent Canal 10—17 13 23 125—160

United Farmers of Ontario 72—3

Verulam township 52—53
Victoria Railway 12 19 127—8
Victoria Road village 76
Vigilance Committee 101

Wardens of Victoria county 20—21
Watchman Warder 112—16
Whitby & Lindsay Railway 12 146—7
Women's Institutes 73
Woodville 26
World War and Victoria 102—20

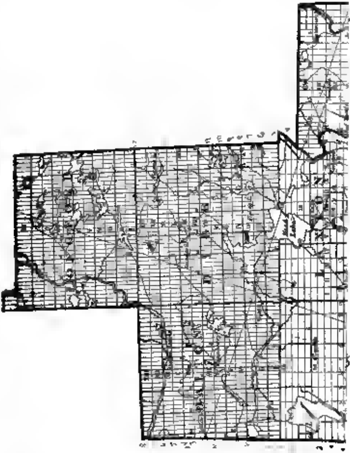
PLEASE DO NOT REMOVE
CARDS OR SLIPS FROM THIS POCKET

UNIVERSITY OF TORONTO LIBRARY

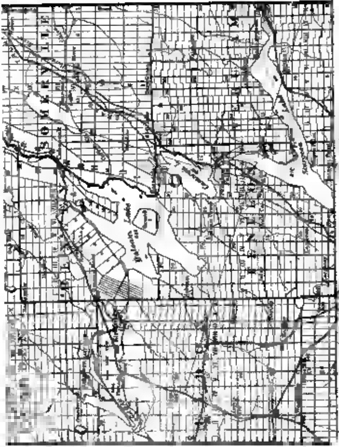
KIRKCONNELL — VICTORIA COUNTY
CENTENNIAL HISTORY

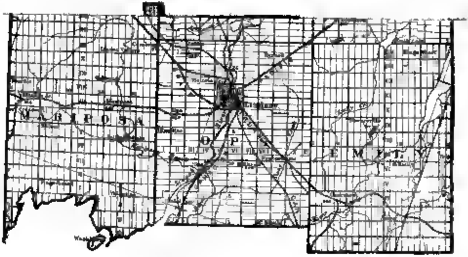
F
5545
V5
K5

3 1761 00015748 8



59 -26
4


SOMERVILLE


MARIPOSA
OPS
EMILY

MAP OF THE COUNTY OF VICTORIA

9-
4-26

Y

Victoria County Centennial History

By

WATSON KIRKCONNELL, M. A.

202189
23-4-26

WATCHMAN-WARDER PRESS
LINDSAY, 1921

F
5545
V5K5

Copyrighted in Canada 1921,
By WATSON KIRKCONNELL.

To the memory
of my brother Walter
who fell in action
in the Battle of Amiens
August 8, 1918,
this book is affectionately
dedicated.

AUTHOR'S PREFACE

This history has been appearing serially through the Lindsay "Watchman-Warder" for the past eleven months and is now issued in book form for the first time. The occasion for its preparation is of course the one hundredth anniversary of the opening up of Victoria county.

Its chief purposes are four in number:—(1) to place on record the local details of pioneer life that are fast passing into oblivion; (2) to instruct the present generation of school-children in the origins and development of the social system in which they live; (3) to show that the form which our county's development has taken has been largely determined by physiographical factors, social, and economic forces; and (4) to demonstrate how we may, after a scientific study of these forces, plan for the evolution of a higher economic and social order.

The difficulties of the work have been prodigious. A Victoria County Historical Society, formed twenty years ago for a similar purpose, found the field so sterile that it disbanded, leaving no records behind. Under such circumstances I have had to dig deep. The Dominion Archives at Ottawa and the Crown Lands Department at Toronto have been systematically ransacked; libraries at Kingston, Peterborough, Lindsay and Toronto have been consulted; the municipal records of the county have been thumbed over; scores of interviews have been secured with old and prominent citizens, and complete local press files for 47 years have been read through in their entirety. To provide a proper background of general history, over one hundred standard works on history, economics, and sociology have been studied. Every page of the book represents the results of laborious and incessant research.

General readers may perhaps be interested in the following "background" sketches, which, to the best of my knowledge, are not to be found anywhere else in printed form:—(1) The review of Trent Canal construction, in Chapter IX; (2) The sketch in Chapter XII of the development of the Ontario school system; (3) The history of the early Canadian militia in Chapter XIII; (4) The condensed outlines of Canadian military campaigns, in Chapter XIII.

Grateful acknowledgement is [illegible] given me generous assistance, and especially to Mr J. R. McNeillie (for municipal data), Colonel George E. Laidlaw (for data regarding Bexley and Indian occupation), Senator George McHugh (for material on early Ops), Mr G. W. Beall (for notes on Lindsay), Mrs W. V. Lynch (for her late husband's notes on the early Roman Catholic church in Lindsay), Mr M. J. Lytle (for municipal data), and Chief Johnston Paudash (for data regarding the Mississaga Indians).

WATSON KIRKCONNELL.

Lindsay, Ontario
September, 1921

TABLE OF CONTENTS

Chapter		Page
I	Introductory Outline	9
II	The Southern Townships	24
III	An Agricultural Transformation	60
IV	The Northern Townships	74
V	Economics of North Victoria	85
VI	The Town of Lindsay	91
VII	The Record of the Rocks	116
VIII	Annals of the Red Man	122
IX	Kawartha Navigation	136
X	Spinning the Railway Web	145
XI	A Century of Politics	154
XII	A Schoolhouse Revolution	164
XIII	Military Annals of Victoria	181
XIV	Pages of Parish History	202
XV	Research into Pioneer Survival	218
XVI	Biographies from Past and Present	228
XVII	Problems in Development	244
Index		258

ada
Cau
aw
agri

179
the
Can
toda
Sim
con
amo
vinc
tru
to
and
sl
ill w
amo
intri
mer
all
for
floo
card
buyi
squa
Vict
a li

town

Victoria County Centennial History

Chapter I.

Introductory Outline of County History

One hundred years ago, in 1821, the government of Upper Canada first offered land for sale in the region that is now Victoria County. Since then a hardy phalanx of Celto-Saxon stock has swept away a wilderness of swamp and forest and established a prosperous agricultural civilization after the manner of their race.

The coming of the pioneers calls for a prologue and a setting. In 1791 the British Parliament passed a Constitutional Act by which the Canadian colony was divided into two provinces, Upper and Lower Canada, corresponding roughly to the Old Ontario and Quebec of today. The first governor of Upper Canada was Colonel John Graves Simcoe who foresaw and provided for the future needs of the country with an enlightened disinterestedness unknown among his immediate successors. He explored the province diligently by canoe and forest trail. He built trunk roads such as Yonge Street from York (now Toronto) to Lake Simcoe. He set aside tracts of good land for genuine settlers and encouraged the immigration of those who would guarantee to clear and occupy the country. In all this however he aroused the ill-will of a clique of speculators who were already strongly entrenched among the officialdom and so called aristocracy of the province. The intrigue of these enemies brought about his removal in 1796. Government officials and their friends then quietly secured possession of all the good land in the Lake Simcoe country and blocked settlement for another twenty years. After the war of 1812-14, however, a rising flood of immigration demanded the opening up of fresh territory. Accordingly, in 1818 the government went through the formalities of buying from the Mississaga Indians a tract of some four thousand square miles, comprising the modern counties of Peterborough and Victoria and a fringe of twenty eight adjoining townships. It is with a limited portion of this Mississaga Tract that we have now to deal.

The work of survey began at once. Emily was the first of the townships of modern Victoria to be laid out. Mariposa came next and then Fenelon, Ops and Eldon in that order. Verulam, Somerville and Bexley were opened up later and the more northerly townships of Carden, Laxton, Digby, Dalton and Longford much later still. These townships first came under the Newcastle District with headquarters at Cobourg on Lake Ontario. Then in 1841, along with some of the inland townships lying to the east, they became the Colborne District, which was reorganized in 1850 as Peterborough County and in 1854 as the "United Counties of Peterborough and Victoria." From 1841 to 1861 municipal authority was centred at Peterborough but in the latter year Victoria was given provisional and in 1863 complete independence.

A New Domain and a Virile Race

The area of Victoria County is about eleven hundred square miles. It is thus larger than Cheshire or Dorsetshire in England, larger, too, than Lanarkshire or Dumfriesshire in Scotland, and almost equal to the combined areas of Fermanagh and Monaghan in Ireland. In shape it is roughly rectangular with a length from north to south of fifty two miles and a breadth from east to west of twenty six miles. The chief irregularities lie in the northeast and northwest corners where three townships, Anson, Lutterworth and Ryde, each eight miles square, have been chopped out and allotted, the former two to Haliburton County and the latter one to Muskoka District. This rough rectangle is cut into approximate north and south halves by the Kawartha Lakes, Balsam, Cameron and Sturgeon, and their modern canal additions. Immediately north of this water system is a region of severely glaciated limestone, covered with thin, uncertain soil. This tract soon merges into a wilderness of crystalline limestone and Laurentian gneiss. South of the Kawartha system, however, the land is distinctly suited for agriculture, for the underlying limestone is covered with glacial clays which become rapidly deeper and more fertile in passing southward towards the morainic hills of Durham. But in 1821 the intrinsic character of rock and soil was not the most evident feature of the region. It was rather the lowering forests of pine that spread away to the farthest horizon.

To the transformation of this wilderness came a virile race of white men from the far-off islands of Great Britain and Ireland. The years that followed Waterloo and the close of Britain's continental wars were full of distress. The economic aftermath of war pressed hard. The population of Ireland was growing beyond the safety limits of the precarious potato. The introduction of weaving machinery brought tens of thousands of Scotch and English handloom-weavers face to face with starvation. To cope with this distress the British government deliberately encouraged emigration to Canada. Once started the human stream poured steadily across the Atlantic. The pressure of a straightened food supply, the oldest and most powerful cause of human migration, was once more in operation. In 1814 Upper Canada contained only 95 000 inhabitants. By 1849 the population had risen to 791 000, an increase of 732 per cent. In a single year 50 000 immigrants arrived at Quebec. The younger sons of the Celto-Saxon stock had struck their tents and were on the march. Their great campaign against the forests of Upper Canada is recorded today in the magnificent prosperity of Ontario

The first settlers in what is now Victoria County were Protestant Irishmen from the County of Fermanagh Humphrey Finlay and his family first established themselves in Emily Township and were followed by James Laidley and William and Samuel Cottingham who cleared and built on the site of modern Omemee While South Emily was colonized by Irish Protestants the northern concessions and part of Ops were taken up by Irish Catholics from County Cork brought out under a British emigration scheme managed by the Hon Peter Robinson Mariposa was largely settled by pioneers of the second generation from the vicinity of Whitchurch and Markham In Eldon the earliest colonists were Scotch Presbyterians from Argyllshire Verulam was placed on the market in 1832 but was bought up and held by speculators Fenelon Township was not settled until the mid thirties and the more northerly townships remaining unoccupied until much later times

As many misconceptions exist concerning the character of the population of the county a few figures may be of interest The chief racial stocks represented are —Irish 12 292 English 10 603 Scotch 5 080 French 575 German 330 Dutch 204 That race is no index to religion will be evident from a further analysis —Methodists 12 283 Presbyterians 6 514 Anglicans 4 551 Roman Catholics 4 344 Baptists 1 151 Salvation Army 210 Christians 104 and Mormons 45

A Long Rough Journey From Old to New

The journey from old homes to new from the shores of Britain to the depths of the backwoods was long and severe. The Atlantic was crossed in sailing-vessels which were often packed beyond endurance by greedy masters At Quebec the travellers transferred to a river-steamer and proceeded to Montreal From here west one could by paying prohibitive fares reach Lake Ontario by alternate shifts of stage coach and steamer but by far the greater number travelled by bateau or by Durham boat The bateau was a large flat bottomed skiff thirty to forty feet long eight to ten wide and built sharp at both ends It was propelled by oars and sails and was either poled or dragged up rapids The Durham boat was a flat bottomed ninety-foot barge with round bow and square stern and was likewise pushed along by pole or sail Progress was necessarily slow It often took a whole week to go from Montreal to Prescott Sometimes as many as one hundred persons would be crowded together in a single thirty foot bateau scorched by sun or drenched by rain as their rude craft crept laboriously up the river At last at Prescott or Kingston transfer was made to a lake steamer which carried the pioneers on to the lake port nearest their destination

There were two general routes from the lake front to the inland townships Those who went to Emily and Ops went north from Cobourg or Port Hope One trail lay north northwest through Cavan (the modern Millbrook) another went north to Peterborough and then north west towards Emily another still cut across from Peterborough to

Chemong Lake, whence access to the remoter townships could be had by canoe. The second main route by which Mariposa and Eldon were colonized lay from York (the present Toronto) up Yonge Street and in by way of Brock (now Sunderland) or Beaverton. The trails and bridle-paths by which they came, sometimes carrying their belongings, sometimes leading oxen with an ox cart, wound tortuously through towering forests and dank swamps, across flooded creeks, up log-strewn hills and around black morasses. And when at last some summer evening they reached their destination, they found a still denser wilderness, with only the frogs and the wolves to sing a chorus of welcome.

The Work of Settlement in the Wilderness

Then in a little circle of sunlight hewn out of the forest, arose a new home. The sills and walls were pine logs, peeled and notched. For the roof hollow basswood trunks were cut the proper length and split in two so as to form troughs, which were then laid from eaves to ridgepole in two rows, the lower row bark side down, and the upper row with their edges fitted into the hollows of the lower. This was a rough covering, but shed water very well. All chinks in the walls and roof inside and out were packed with moss, which the children gathered by the sackful near at hand, and plastered over with clay. A hole covered with a quilt served as a door, until lumber became available. The tiny windows were fitted with sheets of oiled paper, as glass was not to be had.

At one end of the single room, a platform of poles served as a bedstead. At the other was the fireplace, floored and built up with stones. A chimney of sticks and clay usually surmounted this, but often many months elapsed before such a vent was added, and in the meantime the smoke filtered out through a gap in the roof after stifling the householders. As matches were unknown and ignition had to be won from flint and steel, a fire was kept burning constantly on the hearth. To husband this precious blaze a large backlog two feet or more in diameter, would be dragged into the house by an ox. The beast would be unhitched in front of the fireplace and the log rolled with handspikes to the back of the fire, where it would often last for three or four days.

Outside of the little cabin work went on under difficulties. The mosquitoes and black flies were numberless and merciless. Faces had to be smeared thickly with grease to avoid their torture. The cattle were frantic with agony, and when smoke screens were set up for their benefit the deer would sometimes emerge from the woods to share in their temporary peace.

But the forest itself was the great enemy of the would-be farmer. In the beginning he could not attempt to plough, but chopped and burnt and then scattered his wheat broadcast by hand among the stumps. The grain was covered over or "bushed in" by hitching a yoke of oxen to the butt end of a small tree whose branches were still intact and dragging it to and fro between the charred stumps. In the autumn the crop was cut with a sickle, threshed with a home-made flail and winnowed by pouring. It was then bagged and carried on the back of man or horse to the nearest grist mill, sometimes a distance of fifty miles. Some milling was however done at home by burning out a hollow in the top of a hardwood stump, filling it with grain and pounding it with a heavy wooden pestle.

The Steady Changes Wrought With Time.

A few years brought about great changes in the wilderness homes. The clearings everywhere had grown. Log barns had been built and sheep and swine brought in to join the earlier cattle. Wolves were, however, still dangerous and corrals had to be built to protect the stock. Horses were very rarely met with, for strange as it may seem, the oxen were much surer of their footing among the stumps and scattered logs. In some of the more secluded districts the arrival of the first horse was a great event and all the children were called out hurriedly to see the strange animal. The houses, too, were enlarged as the years passed and were filled with rough but serviceable furniture. The fireplace was still the housewife's province, but a tin bake-oven fitted with trays and open on one side now stood before it, laden with bread and cakes. Above the fireplace hung the family arsenal, avoiding rust, squashes avoiding frost, and haunches of beef and venison avoiding dissolution.

The staple foods, however, were pork, cooked in various forms, fish, bread and wheat cakes made of coarse, often unbolted flour, corn meal porridge and griddle cakes, wild berries and maple sugar. Tomatoes, then called "love apples," were considered poisonous until after the middle of the century, and were grown only because of their prettiness.

The pioneers showed extraordinary versatility in supplying their own wants. Linen, flannel and fullcloth for the whole family were prepared at home. Every farm, too, had its own tanning trough and worked up its own leather. The clothes would usually be made by some itinerant tailor who would lodge with the family while he fitted them out for the next year. Boots were similarly made by a travelling shoemaker. But the material in both cases had already been prepared on the premises.

Social life in such times took the form of "bees" or community meetings at one home or another to co-operate in the work of the homestead. The men had their logging bees, barn raising bees, stumping bees and husking bees; the women their quilting bees and paring bees. At the former gatherings whiskey, which then cost only twenty cents a gallon, was carried around by "whiskey boys," and gulped down by the bowlful. Drunkenness and fighting were the inevitable result, especially at the logging bees, where the charred trunks of the burnt-over slashing were being cleared away, and identity and self-respect were lost under a smudgy mask. The women's gatherings were less openly dangerous, but have never been equalled as clearing-houses for gossip.

The trails by which settlers first communicated with one another were gradually replaced by indescribable roads. An Act passed by the first parliament of Upper Canada in 1793 had required each settler to clear that portion of the concession line on which his lot fronted. Even had this work been done well—which it certainly was not—the condition of the highway systems would have been well nigh hopeless. For huge blocks of land, clergy reserves, crown reserves and choice grants to Family Compact politicians, lay unimproved between the settlements, preying on their industry and blighting their development. Especially was this the case in Mariposa, where much land was held by a corporation known as the Canada Company, which had been chartered in 1824 to promote colonization but which, in this district, hindered settlement far more than it helped it. The early roads were chiefly corduroy, trunks of trees laid side by side across the highway and filled over with earth. At a much later time, after the introduction of municipal government, plank and gravel roads took their place.

The great curse of the country for over half a century was the inordinate use of liquor. In every village and at nearly every crossroads were wretched taverns kept by a greedy illiterate class of blood suckers. These taverns were universal. In the backwoods the church usually preceded the school, but the tavern invariably preceded both. The coinage used for payment in these days was of two standards, the Halifax or provincial currency, in which a pound was worth four dollars and a shilling twenty cents, and the New York currency, in which the pound was worth two dollars and a half and the so called "York shilling" twelve and a half cents. Decimal currency was inaugurated in 1857.

Schools were slow in coming but by 1842 there were five in the County, two in Ops, two in Mariposa and one in Eldon. In 1847 there were eleven teachers in Emily with an average salary of $183 a year. In Ops there were six schools with a total wage list of $840, or $140 apiece. The teachers, however, though poorly paid, were often worse prepared. Discharged soldiers often performed these duties and enforced discipline with great ferocity. The subjects covered were the merest elements of reading, writing and figuring. In the world outside, universities were being founded. King's College, now the University of Toronto, was chartered in 1827, but its privileges were restricted to the small minority of Anglicans. Queen's College, Kingston, and Victoria College, Cobourg, were therefore founded in 1841 by indignant Presbyterians and Methodists respectively. But the little backwoods schools in Victoria knew little of these higher institutions. Even secondary schools were unknown until the fifties and it was two decades more before matriculants began to pass on to the universities.

Methods of letter-writing have changed much since those early days. The pen was a goose-quill. The ink was made at home by boiling maple bark or nut galls and adding copperas. Blotting-paper was unknown, and to dry the ink sand was shaken over the letter from a tin box or caster. Envelopes were not yet invented. The paper was simply folded, the address written on the back, and the missive sealed together with sealing wax. Postal charges were usually collected in cash from the person receiving the letter. The first postage stamps in Canada were not issued until 1851.

Religious Life in Pioneer Times.

The teacher with his slender learning commanded considerable respect but the preacher had even greater prestige. Certainly he earned it. Churches were very few and very scattered. His circuit might extend for scores of miles through the half-settled wilderness and over this he would travel on horseback all week long, struggling through bog holes and fording unbridged streams along the narrow trails. Services would be held in churches, school houses, taverns, log cabins, anywhere that a few devout folk could be gathered together.

The Methodists were in the majority among the population and to this denomination no gathering could compare in importance with the camp meeting. Each summer all the adherents in a district would gather in some dry, open grove for a week of prayer, singing and exhortation. Tents and shanties would be put up and fitted with rude tables and beds. A rostrum was built for the preacher and rows of logs set out before it as seats. The light of their evening bonfires flared and flickered over a strange scene—the preacher shouting from his platform, the penitents groaning on the seats just below him, and the elders flitting about on the watch for symptoms of contrition amongst the remainder.

Then, even as today, there were many ill balanced intellects eager to espouse fantastic doctrines. In 1842 a New Englander named Miller began to teach that the world would come to an end on February 15, 1843. The belief spread like wildfire among the weakminded of the United States and Canada. Farmers burnt their rail fences as firewood, confident that their usefulness would soon be past. A convert near Port Perry gave away a 100 acre farm and all its equipment. Sarah Terwilligar of Oshawa made herself wings of silk and jumped off the front porch, expecting to be caught up to heaven. But the choicest anecdote comes from Port Hoover, Concession A, Mariposa, on the north shore of Lake Scugog. Here a man named Hoover brooded over the Millerite gospel until he gradually fancied himself superhuman and above natural laws. He therefore announced in the autumn of 1842 that he would walk on the water from Port Hoover across Lake Scugog to Caesarea, a distance of about five miles. On the day appointed, hundreds of Mariposa pioneers gathered at the Port Hoover wharf to watch the attempt. Hoover seemed to have a sudden weakening of faith for he fastened a wooden box on each foot, but as even this failed to hold him up, he waded out and hid behind one of the piles of the wharf. The urgent demands of the crowd finally brought him back to shore where, amid the hoots of small boys, he made this explanation:—"My friends, a cloud has risen before my eyes and I cannot see. I can not walk upon the water to-day while this cloud is before my eyes. Soon it will be announced when the cloud has been removed, and then I will do it." But his spectators never assembled again.

An Early Tragedy in Ops Township.

Doctors were almost unknown in these times and ailments were given home made treatment by mothers or grandmothers who prepared their simple remedies from such plants as the spikenard, blood root, catnip, tansy, smartweed, plantain, burdock, mandrake, elecampane, spearmint and mullein. But in the case of serious diseases and epidemics, as when cholera swept the country in 1832 and 1834, herbal remedies were of no avail.

When death entered the pioneer home the situation was often exceedingly tragic. Conant tells of a man who moved into Ops township in 1828, bringing with him his wife and two very little children. His clay cabin and clearing were five miles from the nearest neighbor, but when he fell ill the very first summer, his friends followed his blazed trail in, harvested his crop for him and then departed. Winter came. The cabin was snowed in. Wolves howled at the very door. At last the sick man died. His wife sought desperately to give him proper sepulture but the ground was frozen hard, and to cover him only with snow would merely feed the wolves. Finally she rolled away some backlogs that were piled beside the house, dug a shallow hole with a mattock in the softer ground beneath them, hid the cherished corpse and rolled back the logs above it to keep it inviolate. Then she walked with her children to the nearest settlement.

How Grist Mills Grew to Villages

Villages grew up in time, and were almost always the direct consequence of the establishment of a grist mill. These mill sites comprise nearly all the important centres of today. In 1825, William Cottingham built a mill on Pigeon River and so founded modern Omemee. In 1828, William Purdy dammed a rapid on the Scugog River and established Lindsay unawares. Bobcaygeon has grown up around the mill built by Thomas Need about 1832, and Fenelon Falls owes its origin to a mill erected there in 1841 by Messrs. Wallis and Jamieson. To such grist mills came the pioneers with their crops. Saw mills were soon added, and a growing trade in lumber succeeded the earlier indiscriminate destruction of the forest. Stores, taverns and a few artisans settled about the mill. This little hamlet was then the natural location for churches and schools as they came. And so unconsciously the mill grew to a hamlet, the hamlet to a village, and perhaps the village to a town. But for the first beginnings we must look back to the mill and the water power that made it possible.

The Beginnings of the Trent Canal

The beginnings of the Trent Valley Canal date from the early days of lumbering. This project has been subjected to much criticism and not a little ridicule, but while it was a pitiful failure in accomplishment and was completed half a century too late, the original conception was masterly. The inland townships were covered with magnificent white pine. Existing transportation to the great outside markets was exceedingly expensive and as a result the timber was cut in a deplorably wasteful manner. A canal system connecting these forest resources with the outside world would have permitted more conservative logging and milling, and far larger profits both to lumberman and to the government, and would have made it possible to manage the lumber business for perpetuity. Local canal traffic and trans-On lake traffic would probably have been very limited. Certainly they will be so in the future. But the advantages accruing to the lumber trade would have been a full and permanent justification of the Trent Valley project. It is part of the constant tragedy of human incapacity that the canal was finally completed at a time when the lumber had practically disappeared from our borders.

Surveys for the canal were made in 1833 and 1835, and the cost estimated at $533,783. Work was commenced in 1833 but soon languished. By 1843 locks had been built at Bobcaygeon and Lindsay, and by 1853 such local steamboats as the "Woodman" of Port Perry and the "Ogemah" of Fenelon Falls were carrying lumber to Port Perry, whence it was teamed to Whitby. The "Woodman" was the first boat to make the trip, and old settlers have said that when her steam siren first raised the echoes on Sturgeon Lake they ran to corral their stock, mistaking it for the howl of a wolf-pack. But with the construction of the Bobcaygeon and Lindsay locks, canal building ceased for nearly four decades.

The First One-third Century a Pioneer Era.

The ancient Greeks often treated three generations as equivalent to a century. Such a division of the centenary under discussion is strikingly apt and fortuitous. The periods 1821–1853, 1854–1887 and 1888–1921, each roughly one third of a century, have certain aspects of development which distinguish them clearly one from another.

The years ending in 1853 are distinctively the period of pioneering. The thought and activity of the county had been almost entirely taken up with the struggle against the forest. Events in the outside world had indeed been momentous. An oligarchy at York had almost succeeded in ruining the province in spite of its remarkable natural resources. This pernicious misrule, which had driven 80,000 Canadians across the American boundary in the years 1830–37, was at last revealed to the British government through a pitiful little revolt. Following the investigations and report of Lord Durham, the two provinces were united in 1841, and fully responsible government granted by 1848. But by these developments the little backwoods community was not greatly touched. Its attention was concentrated on the immediate tasks of settlement.

The Establishment of Municipal Institutions.

Certain changes there were, however, which did enter into the lives of all. These were the successive steps by which our present system of municipal government was worked out. Prior to the Union of 1841 all local affairs were managed, or more often mismanaged, directly from the office of the lieutenant-governor. After the Union a system of District Councils composed of elected representatives from the different municipalities was inaugurated. Then by the Baldwin Municipal Act of 1848, the municipal organisation which still exists (with minor modifications) was set up. Under this Act each township and incorporated village elects annually by general vote a reeve, or head, and four councillors. If there are 500 electors in the municipality, it is entitled to a reeve, a deputy reeve and three councillors, and for each additional 500 electors another deputy reeve is substituted for a councillor. Towns are governed by a mayor and three councillors from each ward elected annually. The number of councillors may be reduced by bylaw. Towns which have not separated from the county in which they are situated also elect a reeve and deputy reeves proportionate to the number of their electors. The county council is composed of the reeves and deputy reeves elected for the year by the townships, villages and towns. These representatives at their first meeting each year elect one of their number as Warden or head of the county council.

Each county, and each subdivision within it, is legally a corporation with a corporate seal and certain specific powers granted it by the laws of the Province. Connected with each such corporation are a number of officials. The clerk is the most important officer and preserves all records, keeps all books and promulgates all bylaws of the council. The treasurer receives all funds and makes all disbursements. These two appointments are usually permanent. Other officials more commonly chosen from year to year are auditors, a solicitor, assessors, tax-collectors, fire wardens and firemen, fence viewers, pound keepers, pathmasters and health officers. All the enactments of municipal corporations are executed by means of bylaws issued under seal. The powers of all such bodies are, however, strictly specified by provincial statute, and any council exceeding its powers may be restrained by the courts, if legal appeal be made.

The Second One-third Century a Railway Era.

The second one-third of the centenary, from 1854 to 1887, is chiefly characterized in Victoria County by the building of railways and by the attainment of municipal maturity.

In 1857 a railway was completed from Port Hope through Millbrook, Bethany and Omemee to Lindsay. The track did not cross the Scugog but followed the east bank around from the present "Sectiago" switch to near the Flavelle grain elevators in the East Ward. This line was known until 1869 as the "Port Hope, Lindsay and Beaverton Railway," and was then renamed the "Midland Railway." It was not, however, extended to Beaverton until 1871 and did not reach Midland until 1878. In the seventies it crossed the Scugog by a swing bridge just at the present Carew sawmill. A branch line from Millbrook to Peterboro was completed by 1858, but it was many years before the "Missing Link" from Peterborough to Omemee was filled in.

The first session of the Ontario Legislature held in 1867 granted a charter for the construction of a narrow-gauge railway from Toronto to Coboconk. This "Toronto and Nipissing Railway" was completed as far as Uxbridge by 1871 and in 1872 the settlers of Bexley were given a free inaugural ride on a long train of flat-cars decorated with evergreens.

In that same year the Victoria Railway was projected to run north from Lindsay and through Haliburton County. There was an understanding that the road was to pierce through the granite highlands and join the transcontinental line of the C. P. R. (then in the making at Mattawa. This was to make the road the main route between Northern and Southern Ontario. Some dreamers even urged that it be extended still further through the Temiskaming region and on to James Bay, but the politicians of that day did not see eye to eye with these seers and Haliburton village, 55 miles from Lindsay, has been the northern terminus since 1878. It is interesting to know in this connection that the central girder of the Distillery Creek bridge on this road just north of Lindsay was originally part of the Victoria Bridge, Montreal, and was sent here to form part of the new Victoria Railway. The Irondale and Bancroft branch, running east from Kinmount Junction, was begun in 1883.

The year 1877 saw still another railway joining the county system. An earlier road from Whitby to Port Perry was now brought through to Lindsay by way of Manilla. The Lindsay station for the Victoria Railway and the Whitby and Port Perry Railway was on Victoria Avenue, where the present G. T. R. freight sheds stand.

The next six years saw the construction of a connecting link between Manilla on the Whitby line and Blackwater on the Toronto and Nipissing, the building of the present bridge over the Scugog, the establishment of a through service from Port Hope to Toronto via Lindsay and Blackwater, and the absorption of all the county railways by the Grand Trunk Railway System.

The coming of the railways made great changes in the life of the county. Their first effect was great prosperity, because of the cheap, easy access furnished to outside markets. Then came reaction and great financial depression, for almost every municipality had bonused the railway builders far beyond its means. Eldon, Somerville and Bexley alone had bestowed $74,000 on the Toronto and Nipissing Railway. And after prodigality came bitterness and the shadow of bankruptcy. However, the lean years did not consume the countryside indefinitely, and the natural wealth of the county gradually asserted itself through the fuller development made possible by the new channels of import and export. Lindsay and the villages served by rail now entered on a period of industrial development. The farm fields in the Southern Townships grew wider and more golden, and the pioneers who once jolted to a backwoods mill with a few sacks for gristing now shipped their thousands of bushels of grain by rail.

The Trent Canal had not shown like progress. For many years the original canal scheme was abandoned and in 1855 all existing works were handed over to a corporation, the "Trent Slide Committee," which kept timber slides in repair and exacted tolls from the lumbermen. In 1870 a great flood destroyed much of the slide system and parts of it were abandoned. The largest construction work of the period was the building of the locks at Fenelon Falls in 1882.

The Development of the Northern Townships

Consequent on the development of rail and water facilities came the opening up of the Northern Townships. There had been a few earlier attempts to colonize Somerville and Bexley, but the poverty of the soil and the remoteness of markets had kept settlement within narrow limits. Now came a shortcut to outside markets and a new outburst of activity The Northern Townships were covered with magnificent forests of pine and lumbering was soon undertaken on a large scale The first timber licence in Somerville was issued in the season of 1859 [illegible] to one Samuel Dishaw By 1872, the mills of Fenelon Falls and Bobcaygeon alone had an annual output of twenty eight million feet of pine The lumberman's axe echoed through the forests from the Kawartha Lakes north to Laxton and Longford and far beyond. And while this industry flourished and provided a local market for farm produce in summer and employment in the bush in winter, the settlers who spread over this half-sterile country were able to make a living

Victoria County Reaches Maturity in 1861

The same period the second one-third of the centenary witnessed the municipal coming of age of the county In 1850 the Colborne District of which its townships had for a decade formed a part was given the new title of Peterborough County In 1851 this same municipality became the United Counties of Peterborough and Victoria but Peterborough was the dominant partner The Wardens from 1841 to 1860 were as follows —1842 46 G A Hill 1847-50 John Langton of Fenelon Township 1851 Thomas Short 1852-58 William Cottingham of Emily Township 1859 W S Conger 1860 Wm Lang

At last in 1861, Victoria was granted provisional independence. William Cottingham the founder of Omemee was Provisional Warden Lindsay was chosen as the prospective county town, the present Court House Square in Lindsay was bought and a start was made on the erection of the Court House and County Gaol Neil McDougall Reeve of Eldon, was the Provisional Warden in 1862

In 1863 the County buildings were completed The cost including that of the Registry Office added in 1874 was about $55 000 The County was now accorded all the rights and privileges of an independent corporation, and the council held its inaugural meeting with great decorum in the new council chamber

The first Warden of the independent county was Patrick McHugh Reeve of Ops His successors since that time have been as follows — 1864, Duncan McRae Reeve of Eldon, 1865, Wm Cottingham Reeve of Emily 1866 68, 1870 72 Joseph Staples Reeve of Bexley, 1869 1874, 1878 John Fell, Reeve of Somerville 1873 John D Naylor Reeve of Fenelon 1876 Robt E Perry Reeve of Bracebridge 1877 78 Wm L Russell Reeve of Lindsay, 1875, Chas Fairbairn Reeve of Verulam 1880 Dr Geo E Norris Reeve of Omemee 1881 Wm Parkinson, Reeve of Mariposa 1882 Jacob W Dill Reeve of Bracebridge 1883 1886 Nelson Hasship, Reeve of Bexley 1884, Thos. Smithson Reeve of Fenelon 1885 W H Brown Reeve of McLean and Ridout 1887 E. D McEachern Reeve of Eldon, 1888 John Bailey Reeve of Laxton, 1889 Dr V C Cornwall Reeve of Omemee 1890 Thos H McQuade Reeve of Emily, 1891 1905 Adam E. Stabeck Reeve of Eldon 1892 Dr A. E Vrooman Reeve of Mariposa 1893 Eustace H Hopkins, Reeve of Ops 1894, Elijah Bottum Reeve of Bobcaygeon 1895, John Chambers Reeve of Fenelon 1896 Wm C Switzer Reeve of Emily, 1897 Dr John W Wood 8th division 1898

James Lithgow, 4th division; 1899, Robt. Bryans, 2nd division; 1900, John A. Ellis, 5th division; 1901, James Graham, 2nd division; 1902, John Austin, 4th division; 1903, John Bailey, 5th division; 1904, Wm. Channon, 1st division; 1906, Frederick Shaver, 1st division; 1907, Taylor Parkin, Reeve of Fenelon; 1908, Dr. Robt. Mason, Reeve of Fenelon Falls; 1909, Geo. A. Jordan, Reeve of Lindsay; 1910, Emerson Tiers, Reeve of Verulam; 1911, Robt. A. Callan, Reeve of Somerville; 1912, James Steele, Reeve of Eldon; 1913, A. E. Bottum, Reeve of Bobcaygeon; 1914, Alfred E. Varcoe, Reeve of Mariposa; 1915, Robt. J. Mulligan, Reeve of Omemee; 1916, Jas. Robertson, Reeve of Ops; 1917, Alfred E. Tiers, Reeve of Fenelon Falls; 1918, Richard Hawkins, Reeve of Eldon; 1919, Alex. Morrison, Reeve of Somerville; 1920, Robt. W. Wilson, Reeve of Emily; 1921, John Alton, Reeve of Carden.

The first County Clerk and Treasurer was Mr. S. C. Wood, of Taylor's Corners, who fourteen years later became Provincial Treasurer under Sir Oliver Mowat. He was succeeded in the Clerkship by Mr. Thomas Matchett. Mr. J. R. McNeillie, the present incumbent, took Mr. Matchett's place in 1900, after twenty-five years of training as a subordinate in the same office.

Canada, Also, Reaches Higher Unity

The second one-third of the centennium witnessed the coming of age not only of Victoria County but of modern Canada as well. In 1867 a federal Dominion was organized with Nova Scotia, New Brunswick, Quebec and Ontario as its provinces. One of the terms of union was the construction of the Intercolonial Railway to connect the maritime provinces with those farther west. In 1869 the Northwest Territories were purchased from the Hudson Bay Company, and in 1870 Manitoba was organized as a province. The Pacific colony of British Columbia entered the federation in 1872 with the understanding that a transcontinental railway, the Canadian Pacific, should be constructed. The C.P.R. was completed in 1885, and in the following year the Northwest Territories, now Saskatchewan and Alberta, were given representation in the Senate and House of Commons at Ottawa. Thus by 1887 the governmental scaffolding of modern Canada was practically complete.

Final One-third Century, a Modern Era.

The closing one-third of the centenary has witnessed the steady erection within this scaffolding of a strong and promising edifice. Canada's population has increased from four and a half millions to nine millions. Alberta and Saskatchewan attained provincehood in 1905. Our material wealth has increased abundantly. A national self-consciousness has been awakened by our participation in a world war, and our representatives have upheld in the Assembly of the League of Nations our character of nationhood within the wider solidarity of British federation.

The history of Southern Ontario during these thirty-three years has taken a course different to that of the western provinces and to

her own earlier tendencies. The outstanding features of this new development have been the incorporation into our civilization of the achievements of scientific invention, the tremendous development of urban industrial life, and a concomitant decline in our rural population.

The changes in Victoria County have been typical of these wider transformations. The railway system has been still further extended by the addition of the Bobcaygeon-Burketon line of the C. P. R. in 1904 and the C. P. R. grain line from Port McNicoll to Bethany in 1912. The Trent Canal has at last been completed after half a century of shuffling and procrastination. A new policy of road construction entered upon in 1917 has entailed an expenditure of over two hundred thousand dollars on the roads of the county during 1919 and 1920 alone.

Conveniences have been distributed in great detail throughout the countryside. The farmer is seldom without his telephone. His mail is delivered at his gate. The automobile takes him to town at speeds once fabulous. Perhaps a tractor drags his plough untiringly. The urban dweller has water service, electric light, and the cheap diversion of the cinematograph. Life is now one hundredfold easier than it was for our grandparents.

Another notable phenomenon has been the urbanization of industry. Manufacture, no longer dependent on local water power and seeking the most advantageous location with respect to labor and commercial markets, has developed in the larger cities. Urban competition has stifled the little shops and factories that flourished forty years ago in every country village.

In North Victoria this decline has been further complicated by the practical disappearance of lumbering. The magnificent pine forests of earlier times were slaughtered with no thought for the future and the country was left in its naked sterility of scarred rock. The decline of lumbering meant also the decline of shipping. In [illegible] thirty-three vessels plied on local waters; in 1920 there were scarcely three. Thus the economic functions of the county system were simplified to the agricultural production of farms, a little manufacturing, and the retail distribution service of Lindsay and the larger villages.

Along with the amelioration of modern life and the urbanization of industry has come a rapid decrease in rural population. In [illegible], the county, apart from Lindsay, reached its maximum of [illegible]. In 1921 the total was [illegible], a decrease in one generation of [illegible], or [illegible] per cent. Lindsay stood at [illegible], an increase of forty-three per cent. All the villages have declined in recent times.

The county assessment, however, has increased from $4,[illegible] in [illegible] to $10,[illegible] in [illegible] and $20,714,[illegible] in 1920. This appears to be a substantial advance, but if we stop to compare the actual values represented by one dollar in [illegible] and in 1920 respectively, we shall find food for serious rumination.

We have thus sketched in outline the history of Victoria County over a period of one hundred years. We have followed the development of three distinct eras: the pioneer era which closed with the full development of municipal institutions; the railway era in which the county attained municipal maturity and its maximum population and prosperity; and the modern era, in which certain radical changes have become manifest.

Chapter II.

The Southern Townships

The six townships Emily Ops Mariposa Verulam Fenelon and Eldon which lie in a double tier in the southern half of Victoria County have a history somewhat different from that of the seven townships of the north. Not only were they opened up a generation earlier but the natural conditions of land and soil have given them a past development and a future destiny dissimilar to that of Bexley, Somerville Laxton Carden Digby Dalton and Longford. The highest usefulness of the former will always be found in agriculture the latter will serve coming generations best as a land of park and forest.

The story of the Southern Townships tells of steady progress from pioneer hardships through toil to prosperity. A general account of the changing social and economic life of the century has already been given in Chapter Number One. In passing now to a more intimate account of the early settlements in each township, we shall place against that background the actual men and women still cherished in local memory who bore the brunt of pioneer stress and sacrifice.

(A). The Beginnings of Emily Township.

Emily Township is named after Emily Charlotte, daughter of Lord George Lennox and sister of the fourth Duke of Richmond Governor-General of Canada from 1817 to 1819.

The township is in the southeast corner of the county. It is approximately square and has an area of about one hundred square miles. In the south it is broken by low hills but becomes merely rolling in passing to the north. Pigeon Creek enters at the southwest corner and crosses diagonally towards the northeast, where it widens into Pigeon Lake. Chemong Lake is on the eastern boundary and the much smaller Emily Lake on the north. The basic subsoil is made up of glacial clays and is commendably fertile.

In 1819, some slashing was done on Lot 20 Concession 2, by David Best. He then went back to Cobourg however, and before his return in 1820, Humphrey Finlay and his wife came in and located thus earning their later title of "King and Queen of Emily." In the autumn of 1820 Maurice Cottingham his sons, William and Samuel and one James Laidley, pushed in further through the pathless forest to Pigeon Creek which they bridged by felling two oak trees into it from opposite banks. Beside the stream about where Omemee now stands, they did a little underbrushing and clearing but retreated to Cavan, for the winter.

In March 1821, the township was formally opened for sale and attached to Durham County, the western half of the Newcastle District (See Annual Report Ontario Bureau of Archives 1913). Samuel Cutngham and James Laidley now returned in the early spring and built a log cabin twelve feet by fourteen in the deep snow. Wm Cottingham and his father soon joined them. Clearing prospered and in the early summer they planted corn, potatoes and wheat.

That same year a party of four hundred Protestant Irish from the County of Fermanagh set sail for Canada and settled in a body in South Emily and in Cavan Township, Durham County, which lies directly to the south of Emily. From this contingent came the modern family names of Adams, Allen, Armstrong, Balfour, Beatty, Bedford, Collum, Cornell, Curry, Davidson, Dixon, English, Evans, Fee, Grandy, Hanna, Hartley, Hughes, Irons, Ivory, Jackson, Johnson, Jones, Knowlson, Lamb, Matchett, Mitchell, Moore, Morrison, McCrae, McNeely, McQuade, Neal, Norris, Padget, Redmond, Reel, Robinson, Sanderson, Sherwood, Stephenson, Thornton, Trelier and others.

The southern concessions were soon dotted with clearings, each with its cabin and its scanty crops among the stumps. At first the nearest mill was at Port Hope, thirty-five miles from Omemee, but a man named Deyell undertook to build one in Cavan, on the site of modern Millbrook, which is only ten miles from the Emily boundary. Here they took their sacks of grain by a narrow bush road, only one of whose drawbacks was a morass a mile wide which often threatened to engulf those who ventured through it. At last in 1825 William Cottingham erected a rough mill building beside Pigeon Creek and equipped it with two mill-stones which an American named Myles had cut and dressed in the woods near by.

The Robinson Immigration

In this same year, when the Protestant Irish of South Emily were rapidly becoming a coherent community, the British government arranged for the immigration into Canada of a contingent of 2,024 Irish Catholics from County Cork. This enterprise was supervised by the Hon. Peter Robinson, a brother of John Beverley Robinson, the chief mandarin of the Family Compact. They sailed from Cork in May 1825 and reached Quebec after a voyage of thirty-one days. They then proceeded immediately to Kingston where they spent two weeks in tents. Dysentery and fever and ague worked havoc among them here and there were as many as eleven funerals in a single day. From Kingston they travelled to Cobourg by lake steamer and thence on foot and by ox cart over twelve miles of almost impassible trail to Gore's Landing on Rice Lake. A sixty foot Durham boat then carried them in daily parties of thirty up twenty-five miles of the Otonabee River to a concentration camp at a hamlet which was then called "Scott's Plains" (after one Adam Scott who had built a mill there early in 1825) but which was renamed "Peterborough" in 1827 as a compliment to the Hon. Peter Robinson. While the immigrants were gathering here Mr Robinson let many profitable contracts to earlier settlers to slash bush roads into surrounding territory, to act as guides to the immigrants who went out to choose their respective 100-acre lots, to build log shanties on these lots at an average cost of ten dollars each, and to rent their carts and oxen for the transportation of the incoming women, children and baggage.

Into Emily came 142 families, that is, about 700 persons, or a little more than one third of the entire immigration. These families were all located in a block in the north half of the township, and thus it came about that North Emily was as solidly Catholic as South Emily was solidly Protestant, while both were Irish.

Practically all of the new colonists were established on their lots in the autumn of 1825. The British government now issued them free rations for eighteen months on a basis of one pound of pork and one pound of flour per man per day. Each family was also given a cow, an axe, an auger, a hand saw, a hammer, one hundred nails, two gimlets, three hoes, a kettle, a frying pan, an iron pot, five bushels of seed potatoes, and eight quarts of Indian corn.

A tradition has been handed down in Protestant Emily that no work was done in the northern concessions until all the government rations had been eaten up. Official statistics, however, show this bitter tale to be born of prejudice and not of truth. During the first year, though fever and ague left every family to mourn its dead and touched the living with a constant palsy, these Catholic pioneers cleared away 351 acres of pine forest, raised 22,200 bushels of potatoes, 7,700 bushels of turnips and 3,442 bushels of Indian corn, sowed 44 bushels of fall wheat for the next season's crop, and made 22,880 pounds of maple sugar. They also purchased on their own account, 6 oxen, 10 cows, and 47 hogs. It is evident that they did not eat the bread of idleness. (See Third Report of Emigration Committee, British Parliament, 1827, page 421.)

The Mill Village of Omemee.

The mill built by William Cottingham in 1825 became so important as a base of supplies during this Robinson immigration that a store was opened beside it in 1826. This was the nucleus around which the modern Omemee has grown.

In 1836 a post office was established here with Josiah L. Hughes as postmaster. This post office was called Emily, but the hamlet was known generally as Williamstown—doubtless equivalent to "William Cottingham's town." In 1835 also the first school was built on the site of the later Bradburn's Hotel. James Laidley and Captain Hancock were amongst the earliest teachers.

The first preachers to come in had been Methodist pioneer missionaries or "saddlebags." Prominent amongst these was the Rev. "Daddy" Sanderson, known irreverently throughout the township as "Little Peculiarities," because his invariable reproof to those whom he heard criticizing others was "You know we all have our little peculiarities." In 1826 a church, used chiefly by the Methodists, was built on the northwest corner of Lot 13, Concession 2. An Anglican clergyman, the Rev. Mr. Thompson, famed locally as a classical scholar, used to come in from Cavan and hold services in private homes. In 1836 an Anglican church was built at Williamstown and the Rev. M. Street of Cobourg became the first resident clergyman. A Methodist church was begun in the village in 1836, but took several years to finish. The first Presbyterian minister was the Rev. Mr. Dick, who was succeeded by the Rev. Mr. Ewing.

In the forties the name of the village was changed to Metcalfe. A business directory of 1856 gives the following names:—William Cottingham, miller, lumber merchant, carder and fuller; Robert Grandy, postmaster; Richard Galbraith, distiller; Wm. Kells, teamster; C. Knowlson, merchant; Wm. Matchett, merchant; W. Beatty, merchant; Rev. John Burk, R. C. priest; Rev. Robert Harding, Anglican priest; Rev. John Ewing, Presbyterian minister.

The Port Hope, Lindsay and Beaverton Railway was built through the township in 1857, but the station was placed at an extraordinary distance from the village. This was apparently done by the railway company out of spite because the bonus paid them had fallen short of their demands.

The name of the village was now changed to Omemee, after the Omemee or "Pigeon" family of Mississaga Indians, who had long made this neighborhood their hunting-ground. The names of Pigeon Creek, Pigeon Lake, and Omemee have thus a common origin.

Incorporation as a village was secured in 1874. The first Village Council was constituted as follows:—Reeve, Wm Cottingham; Councillors, Jas. Ivory, Wm Neil, John English and Copeland Laidley. Its officials were:—Clerk, C Knowlson; Treasurer, W S Cottingham; Collector, S English; Assessors, J Ritchie and W H Hill.

Omemee reached its maximum of prosperity and population in 1870, when it had 825 inhabitants. There were then three churches, a high school and a public school, a grist mill, two sawmills, a tannery, a foundry, a shingle mill, a cloth mill, four hotels and several stores. The "Warder," now of Lindsay, had been published in Omemee from 1856 to 1867, but its successor in the seventies was the "Herald," now defunct.

By 1920 the population had dwindled to 467. The industrial competition of the cities has had a blighting effect on local manufacturing and the general decline of the countryside has been reflected in village life. It still functions, however, as the natural economic focus of the township.

There has been no other considerable village in Emily. The quondam post office of King's Wharf dates from the time of the Robinson immigration, and a Roman Catholic church built in the forties at "Downey's Cross" has been surrounded by the modern hamlet of Downeyville.

The original "St. Luke's" church was a log structure put up on the present cemetery site by Father Fitzpatrick of Lindsay. The first resident priest at Downeyville was Father Burke, appointed in 1851. Under his successor, Father Coyle, a new frame church was built in 1858. This church was bricked over and remodelled in 1894, during the incumbency of Father Bratherton.

The Municipal History of Emily

The municipal history of Emily may be said to commence in 1824 when Samuel Cottingham collected the first taxes, amounting to sixteen shillings, and carried them to the Treasurer of the Newcastle District at Cobourg. His commission as collector was one shilling and his expenses in the undertaking, borne by himself, amounted to several shillings.

The Colborne District was formed in 1841 and allegiance transferred from Cobourg to Peterborough. A new system of local government was now inaugurated whereby each township had local officials, wardens and a clerk, a tax collector and an assessor, and also elected representatives to a District Council at Peterborough. Jas. L. Hughes, the postmaster at Williamstown, and Wm. Cottingham, the miller, were the first District Councillors from Emily. They, along with Dennis Hullehan, were also Township Wardens. The Township Clerk was Christopher Knowlson, the Collector Hugh Collum, and the Assessor James English. The chief work of the township officers lay in the extension of roads and schools. Economy seems to have been strictly observed, for the township accounts for the period 1843-49 shows a total expenditure of only thirty two dollars.

In 1850 the Colborne District became Peterboro County and the modern system of municipal institutions was established. The first Township Council under this form of administration comprised the following:—Reeve, Wm. Cottingham; Councillors, Wm. Fitch, Thomas Fee, Christopher Knowlson and Michael Lehane. The official appointments were:—Clerk, Robert Grandy; Treasurer, Thomas Mitchell; Assessor, James English; Collector, Arthur McQuade; Auditors, T. Crawford and H. Sherwin; Superintendent of Schools, Dr. Irons.

Recent Statistics of Interest.

The last Dominion Census taken in 1911 shows that the racial strains and religious cleavages of early days still persist with great distinctness. The chief stocks represented in Emily, including Omemee, were as follows:—Irish, 2117; English, 253; Scotch, 114. The main denominational groupings were:—Methodists, 979; Roman Catholics, 869; Anglicans, 493; Presbyterians, 242.

The total resident population of the township apart from Omemee was 2554 in 1880. The assessment returns of 1920 show that this rural population has dropped to 1656, a decrease of over thirty five per cent. The county assessment of Emily, however, stands now at $1,864,018, which is nominally twice that of 1880.

(B).—The Township of Mariposa.

Mariposa is the Spanish word for "butterfly." No record or even legend persists to explain through what whim of early officialdom a backwoods township was so named.

Mariposa township was surveyed in 1829 and formally attached to Durham County, Newcastle District, in 1821. In shape it was originally a rectangle nine miles from east to west and fifteen from north to south. There was added to it later, however, a broken southern front on Lake Scugog, now known as concessions A, B, C and D Mariposa, but formerly attached to the township of Cartwright, which now lies entirely on the south side of the lake. The other municipal neighbors of Mariposa are Ops and Fenelon on the east, Eldon on the north and Brock, in Ontario County, on the west. Its superficial area is 75,192 acres. The land surface is moderately undulating, with a very immature drainage system. The chief stream, known variously as Big Creek

Black Creek, Davidson's Creek, West Cross Creek and Mariposa Brook, rises in swamps near Manilla on the western boundary, flows eight miles northeast to about Lot 18, Concession 13, then turns directly south until it passes Little Britain on Concession 4, and finally turns east to pass out of the township on the 3rd Concession and empty into the Scugog River in Ops. The meagre flow and gentle current of even this main stream and the consequent lack of any considerable water-power is beyond doubt the explanation for the absence of any outstanding village in Mariposa. The soil, however, has always surpassed in richness that of any other township in Victoria. Once the heavy timber had been removed, it held, as it still holds, an easy leadership in agricultural prosperity.

This well-known fertility of the township resulted in the blocking of general settlement until nearly a decade after the major immigration into Emily. For the Canada Company secured large concessions here, George Strange Boulton of Port Hope, the Family Compact member for Durham, arranged for a rich grant to himself, and lesser octopuses were not wanting.

For many years Mariposa was visited annually by these economic parasites, who came in to inspect and invest for speculation, but not to occupy the land. At last in 1827 S. Pellerene of Markham, Ontario, settled near the modern Manilla. Others who located prior to 1830 on land near Manilla which they purchased from the Canada Company at from $1.50 to $2.00 per acre were the Ewings, McLeods, Houghs, McPhersons, Pillings and Winters. Just before and during 1831 a large contingent of Scotch settlers, chiefly from Argyleshire, poured in along the Eldon boundary on the north. Amongst the families who overflowed on the south side of the line were the Blacks, Calkles, Campbells, Charltons, Copelands, Grants, Irishes, Kinnells, McCrimmons, McCuaigs, McCleolsnes, McLeans, Ringlands, Spencers and Wicks. In 1831 also the Edwards and Williams families took up land along the western boundary and one Samuel Dick built his cabin in the hardwood forest near the site of modern Oakwood. His nearest neighbors on the east were at Purdy's Mills, nearly nine miles away. In this same year when actual settlers began to increase and set about the improvement of the land the blowfly swarm of speculators became so numerous and importunate that the Land Office refused to grant any further locations without an express pledge of settlement. Fortunately men were not lacking to undertake such pledges. For the next three years there was a steady immigration of settlers of the very best type, chiefly Canadian born pioneers of the second generation whose fathers had hewn out prosperity in the front townships of Northumberland County and in the Ontario County townships of Whitchurch and Markham. Most of these families settled in the centre of the township along Big Creek. Amongst them were the Armitages, Bacons, Russells, Davidsons, DeGeers, Delongs, Dundases, Heights, Hubbells, Lakes, Lloyds, Marks, Minthorns, McNeils, McWilliams, O'Brien's, Penroses, Piersons, Readers, Richardsons, Roadhouses, Taylors, Tifts, Waites and Weldons. From 1834 to 1837 a few more families drifted in each year. Prominent among those who settled in the eastern part of the township were William Brown, William Bowes and John Crues, a Quaker. For many years yet there was little or no communication between the Canadian-born settlers in the centre of Mariposa and their Scotch neighbors on the northern border, for a deep tract of difficult forest, held by speculators, intervened. There were likewise very few early settlers in the extreme south of the township.

All of these pioneers in Mariposa came in from the south and southwest and not by way of Peterborough, Cavan or Emily. Supplies were first obtained from Newmarket, then from Prince Albert, on Lake Scugog, and finally from Port Perry. Trade was not opened up with Lindsay until very much later. In the beginning the nearest post office for the receipt and despatch of mails was at Butcher's Point on Lake Simcoe. Then Prince Albert was for a short time the closest centre for mail, until "Mariposa" post office was opened at what is now Manilla.

By 1850 the population of the township had risen to 1862, only 209 fewer than in 1920. The harvest of that year included 70,600 bushels of wheat, 41,000 bushels of oats, 14,000 bushels of peas, 33,000 bushels of potatoes, 31,000 bushels of turnips, 28,900 pounds of maple sugar, 10,500 pounds of wool and 4,000 pounds of butter. This represented, however, only a small portion of the effort of that day, for the great task of each farmer was still the conquest of a virgin forest of oak and maple. Such crops as were exported were teamed in the winter-time south to a village (now deserted) called Port Hoover, on the north shore of Lake Scugog, thence across the lake to Caesarea, in Cartwright, and south by road to Port Whitby on Lake Ontario.

Municipal organization in the early thirties was very slight. Louis Winters was the first tax collector and E. R. Irish the first Township Clerk. The personnel of the Magistrate's Court for Mariposa and Eldon combined comprised Messrs. Irish, Ewing, Williams and Calkins. Samuel Davidson represented Mariposa at Peterborough on the first Council of Colborne District in 1842. The first Township Council after the Municipal Act of 1849 included the following:—Reeve, John Jacobs; Councillors, Samuel Davidson, Obadiah Rogers, Robert Whiteside and William Ramsey; Clerk, A. A. McLaughlin; Treasurer, James Thorndyke.

A Business Directory of Canada published in 1857 gives the following names in Mariposa:—Coulter's Corners (now Manilla): Mary Douglas, Postmistress; George Smith, merchant; L. McKinnon, carpenter; D. McLean, carpenter. Oakwood: A. A. McLaughlin, Postmaster and inn-keeper; Thomas Marks, inn keeper.

A Trio of County Villages

Mariposa is easily the most fertile township in Victoria County. It lacks, however, two of the most efficient factors in the development of village life. There is no abundance of waterpower and no focusing of railroads. The old Indian portage of Ouigoning at the rapids in the Scugog River in Ops has had both and has therefore become the site of Lindsay, the only town in the county. In Mariposa, on the contrary,

there have been three small villages, Manilla, Oakwood and Little Britain, none of them incorporated, which have grown up around a Post Office, a Township Hall and a small mill respectively.

MANILLA straddles the boundary between Victoria and Ontario Counties on the line between the 5th and 6th Concessions of Mariposa. The germ of the present village was the Post Office opened up here in 1837 in the log store of Jacob Ham. For six years this was the only Post Office for the township. Soon afterwards the Bible Christians built a church, which was rebuilt of brick in 1871. The Presbyterians built in 1853, the Baptists in 1856, the Congregationalists in 1860 and the Methodists about 1875. A certain amount of trade and industry also gathered about this centre. In 1881 the village boasted a flour mill, run by steam because of the absence of waterpower, a rake factory, and half a dozen stores.

OAKWOOD is situated on blocks off lots 15 and 16 in concessions 8 and 9. The name is derived from the heavy forest of oak which originally covered this neighborhood. James Tift settled here about 1833 and may therefore be regarded as the father of the village. In 1843 a Post Office was established with A. McLaughlin as Postmaster. Peter Perry of Whitby opened a store in 1844 and in the following year a Township Hall was built. The Hall has been rebuilt once since that time, but has never ceased to be the municipal focus of the township.

The first tavern or hotel at Oakwood was run by Thomas Marks. He was succeeded by Thomas Hueston and he in turn by William Banks, who carried on the business for nearly twenty years.

The first church was built by the Bible Christians in 1855. The Episcopal Methodists built five years later, the Canada Methodists in 1858, and the Anglicans in 1866.

Oakwood reached the peak of its prosperity in the eighties. In 1888 its population was about 335. Of that number there were 75 children between the ages of seven and eleven and 127 between the ages of five and twenty one. Oakwood took just pride in her young people in those days.

The chief business firm in 1888 was the general store of Hogg Bros., with which was associated a 30,000 bushel grain elevator at Mariposa Station, a mile from the village. To this elevator came Mariposa's export trade in cereals, and its clover seed, which has gained a wide reputation. Hogg Bros. also managed the Post Office and telegraph office. Other units in the commercial aggregate were A. Cameron's general store, M. N. Anderson's tailor shop, William Bronker's hotel, Alfred Lake's machinery depot, Thomas Staples' blacksmith and carriage works, Nicholas Hill's blacksmith and carriage works, George Humphrey's carriage works, W. H. Harper's harness shop and Robert Bread's hardware store.

Prominent citizens of that day were James Thorndyke, J. F. Cummings, Robert Webster, Sr., William Webster, Jesse Weldon, Sr., W. A. Silverwood, John Coad, David King, Richard Hancock and A. Lake.

The first mile of concession road east from the village is bisected at right angles by Mariposa Brook. The neighborhood of this intersection, known locally as "The Crick," was once busy with tanning and gristing, but by 1858 a brick yard and a livery stable were all its boast

The next cross-roads to the east again was known as East Oakwood or Taylor's Corners Here the Hon S C Wood before the days of his political bloom did business in "The Stone Store" In the eighties John Maunder and William Wakeley manufactured wagons and carriages here.

LITTLE BRITAIN is on lots 15 and 16 concessions 4 and 5 four miles straight south of Oakwood on the old grain route to Port Hoover it is built almost at the intersection of Mariposa Brook and a small tributary which flows through the village from the west. It was founded by Harrison Haight who settled here in 1834 and three years later built the first mill in Mariposa. This mill which was not demolished until 1910 required the efforts of nearly the whole countryside for its erection for its beams and posts were of ponderous white oak At this time there was no bridge over the creek and no road between Little Britain and Oakwood Robert F Whiteside was the village's chief merchant and leading citizen during the pioneer period In 1850 the Christians opened a church and in 1852 the Bible Christians followed suit. A Post Office was not opened until 1853

The year 1888 saw Little Britain the largest business centre in the township The chief industries were Joseph Maunder's carriage and blacksmithing works Wm Burden's carriage and blacksmithing works, Maunder's sash door and planing factory and shingle mill, Edwin Mark's foundry and implement works Isaac Finley's steam roller flour mill and Davidson's flour mill W H Pogue, S H Metherell J Weldon and T H Morton ran general stores T H Morton also had the Post Office. H C Wills owned a grocery store and also ran the stage to Mariposa Station. A M Rusland had a tinware store R Smith's furniture store, S Champion a tailor shop and both Wm Rodd and John Eck harness shops Joseph Jenkins ran the village hotel

The chief sanctuaries were the large Methodist church on Mill Street West presided over by the Rev William Briden and his assistant, the Rev S H Anderson and the Christian church tended by the Rev J C Pilkie

Prominent among the pioneer names in and about Little Britain are those of Broad Cory Davidson Dix Eakins, Glass, Glennie Greenaway, Hall Henderson Johnston King Marks Metherell Netherton, Parkinson Prouse, Rays Rodman Slemmon Stewart Wallis, Webster Whiteside and Wickett

None of these three villages, Manilla Oakwood and Little Britain, have attained dimensions sufficient to command incorporation The reason, as already suggested, lies in the absence of power for industry and in the fact that no railway station has been placed within a mile of their borders Whether this represents the balanced result of village plotting and counter-plotting in the days of railway construction or whether the railway builders were inadequately bonused or whether the present route of the Whitby Lindsay division was the necessary choice of civil engineers is somewhat uncertain. In any case the railway has contributed nothing to the growth of these centres.

There are no other villages in Mariposa. Woodville is an incorporated village on the Eldon boundary but is usually reckoned as belonging to the latter township, even though part of its population has spilled over on the 15th concession of Mariposa. Linden Valley in the northeast, Glandine on the Ops boundary, Valentia in the southeast and Fingerboard in the southwest are former postal hamlets with little more than a church and a smithy. Cresswell is a hamlet on the Whitby-Lindsay division just south of Manilla Junction. Grass Hill is a station on the Coboconk division at the Eldon boundary. A grain warehouse is its chief ornament.

A Section on Recent Statistics

The Dominion census of 1911 throws interesting light on the population of Mariposa. The chief racial strains represented were as follows:—English, 2,321; Irish, 733; Scotch, 646. The denominational subdivisions were as follows:—Methodists, 2,678; Presbyterians, 757; Anglicans, 125; Christians, 114; Baptists, 43; Roman Catholics, 28. The population of Mariposa has fallen off remarkably during the last generation. From 1871 to 1920 it dropped from 5363 to 3132, a loss of 2231 or over forty one per cent.

The assessed value of real and personal property within the township was set at $2,450,675 in 1886 and at $3,722,895 in 1920. This latter figure is greater than the assessment of Eldon and Emily combined, and more than twice the total value of Somerville, Bexley, Laxton, Carden, Digby, Dalton and Longford.

(C) The Township of Ops.

The township of Ops is named after the Roman goddess of plenty and fertility. Ops was the wife of Saturn and the patroness of plenty. The choice of such a name was not inept. The township is made up of a blanket of rich clay loam spread over a bed of comparatively level limestone. In outline it is a rectangle, ten and a half concessions, or about nine miles, from west to east, and twenty-eight and a half lots, or some eleven miles, from south to north. Its area is divided into approximate east and west halves by the Scugog River, which flows from Scugog Lake in the southwest corner of the township into Sturgeon Lake, near the centre of northern boundary. The town of Lindsay is built beside the river on Lots 19, 20, 21 and 22, Concessions V and VI, or almost in the centre of the north half of Ops. The Scugog has several tributaries. East Cross Creek, which joins it on Lot 3, Concession IV, divides into two main branches on Lot 5, Concession V, one arm, East River, pushing southward far into Cartwright Township, Durham County, and the other, Stony Creek, stretching east to the 8th of Ops and thence in a general northerly direction past Reaboro into a long swamp that extends even beyond Byrnell Station near the northeast corner of the township Just opposite the mouth of East Cross Creek Mariposa Brook or West Cross Creek, debouches into the Scugog This stream drains most of Mariposa Township to the west Smaller auxiliaries to the main river are Sucker Creek which enters from the east just south of the Lindsay Protestant cemetery, and the Old Distillery Creek (formerly known as Logie's Creek or Hopkins Creek) which drains a swampy area to the northwest of Lindsay In the early days, nearly all the streams of Ops were associated with wide tracts of marsh and bog that long proved a stubborn obstacle to farm development

Pioneers in Southwest Ops

The first grants of land in Ops that can be traced in the provincial archives at Toronto are to Patrick and John Connel brothers and Irishmen and were made in December 1825 John Connel settled on Lot 3, Concession I and Patrick on Lot 7, Concession II The latter who was known for the rest of his life as King Connel was ultimately buried on his farm where his grave may still be seen The Order-in-Council by which the land was given him reads as follows — In Council, 23rd December 1825 Ordered that Patrick Connel a native of Ireland now of the town of York, yeoman who has a wife and six children shall receive a grant of two hundred acres of land Regulations 31st January 1824 as explained in Council 29th April following (Sgd) John Beikie Comptroller The document bears the following endorsements — Warrant No 4957 Patrick Connel, O C Dec 1825 Regd 31 January 1824 Certified to be located by the Hon P Robinson 27th March 1825 Lot 7 2nd Con Ops 208 acres

The next recorded grant was on March 25 1826, when a clear patent for 2833 acres was given to one Duncan McDonell of the village of Greenfield, Glengarry County McDonell had conducted the government survey of Ops and was thus paid in land instead of cash The allotments which made up his estate were as follows Lot 1, Con I Lots 14 16, and 18, Con III Lot 18 Con IV Lots 13 19 and 24 Con V, Lots 3 17 and 19, Con VI Lots 17 and west half 27 Con VII Lot 28 Con VIII Lot 5, Con X These lots which were doubtless singled out by him as the choicest morsels in the township have the following owners of the present day —L Goodhand Allen Irvine W Weldon Lee Gunn John Johnston, Thomas Hickson, Dennis Fitzpatrick Walter Cornell, William Cornell P J Murphy Senator George McHugh B W Jennings W E Curtis, Wm Reeds James Carlin D Twohey Daniel Murphy John Brown Robert Brown, T Glitenan W Wilson Allen Currins R B Agnew D V Pogue, Eliza Pogue, Fred Dawson, J Shaw and L Shaw The Duncan McDonell grant also included all that portion of Lindsay which lies south of Durham Street a full one-quarter of the entire town.

McDonell himself never settled in Ops but two of his assistants Pat Lee and Dan Shanahan took up small grants and remained to work them. Lee settled on Lot 5, Concession II which lies on both sides of the Scugog. The eastern portion, totalling 107 acres and now owned by Robert Jordan he left in bush while the western fragment amounting to only 22 acres he occupied and cleared because neighbors were closer at hand. This latter portion is now part of James O Reilly's farm. Shanahan the other of McDonell's men located on Lot 3, Concession III.

Patrick Quan was a very early settler who is supposed to have squatted on the north half of Lot 12 Concession V long before the township was opened. John Ferris an immigrant from Antrim Ireland, bought this property from him in 1830. John Brady visited the township in 1822 but left again and did not return to settle permanently until 1827. In the following year three brothers Philip Patrick, and James Murray settled side by side on Lots 4 and north one-half 6 Concession V. About the same time a number of families from a single neighborhood in South Ulster entered in a body. Amongst these were Michael Brady, Terence Brady Edward Murphy, Patrick Hoey and Bryan Hoey. About 1825 John Maloney Dennis Twohey and John Jones settled on Lots 17 18 and 19 Concession IV. Other early pioneers in the southwestern part of the township were Michael Lenehan Oliver Bourke John Pyne Thomas Pyne Michael O Brien Patrick Hannavan the Hazeltons, Hydes Millers and others. Roger McHugh, grandfather of Senator George McHugh settled on Lot 14 Concession V in July 1832. He was a discharged Irish sergeant from the 3rd Garrison Battalion and this 200 acres was a free pensionary grant, even stationery being charged to the Crown as stated in the Order-in-Council Warrant No T 57

The Eastern Concessions

Most of the earliest settlers in Southwest Ops came by way of Bowmanville or Whitby and Port Perry. Meanwhile however another area of settlement was developing along the eastern concessions, and by the eighteen thirties the general route into Ops was from Emily and not from south or southwest.

The first permanent settler on the eastern boundary was Abner Cunningham a Robinson immigrant who came in early in 1826. Cunningham had four sons, Joseph Joshua, John and Abner. Near neighbors were the Sutherlands, Nugents Powers O Donells Scullys and Cornells, David and Charles Cornell though at this time transplanted from Limerick County, Ireland were really descendants of Palatine refugees who had been granted an asylum there in the reign of Queen Anne. James Macdonald and John Blaylock were old Peninsular War veterans who settled hereabouts. The former lived to be an active man at 108 years of age.

Thomas Rea was a man of prominence in this neighborhood. Rea was a native of Fermanagh Ireland and had mastered the crafts of carpenter cooper, smith and weaver. He came to Canada in 1826 but sojourned temporarily in York and in Mulmur Township, Dufferin County, before settling finally in Ops on Lot 7, Con. X. Here he secured a government contract to build a road extending from Lot 5 on the Emily boundary up as far as John Walker's farm, Lot 15, Concession VII, and passing diagonally through the modern hamlet of Reaboro, so named in his honor. A few years later this same locality was noted for a stone house, built and occupied by one Francis Kelly, who handled the stage route west from Peterborough over this road. Among the early settlers west of Reaboro were the Connollys, Walkers, and McDonoughs, who came from Fermanagh.

South and Centre

William Reynolds and his brother Robert were pioneers in the Mt. Horeb neighborhood. They were natives of Tipperary, Ireland. Duncan Fisher settled on Lot 12, Con. VIII, in 1828. His sons were Peter and Donald. The former died in 1915 in his ninetieth year, and the latter in 1920 in his ninety-fourth year. The Skuces and Pogues also located early in the southern part of the township.

The original reservation for the site of Lindsay was a 400-acre tract comprising Lots 20 and 21, Concession V. Prominent among the land owners near at hand were Capt. John Logie, a naval officer, who held 700 acres, namely, Lot 18, Concession VI, on which he himself lived in a frame house near the river bank, Lot 34 and the north half of Lot 23, Concession IV, which later passed into the hands of the Hopkins family, and Lot 20, Concession VII, now occupied by two of his grandsons, Messrs. Henry and Robert Logie. A man named Moe owned 400 acres immediately adjoining the townsite on the north, and Duncan McDonell of Glengarry held an equal reservation just south of the site.

Some Annals of the Scugog.

The history of the growth of Lindsay will be given later in a separate chapter.

The story of Scugog River may, however, be appropriately included in the present sketch, and in its telling we shall now come to a man whose name is also written on the first page of Lindsay's annals. This is William Purdy, who, in 1828, built a mill on the river within the modern limits of Lindsay.

The Scugog, before this time, had been a very small and shallow stream. The early settlers in Patrick Connell's time attempted to drive through it with oxen and a jumper loaded with sacks of grain on their way to "Gray's Mill," their nearest gristing-place, which lay far to the south near Orono. On Lot 21, Concession VI, the banks became high and steep, and there were rapids by which the river descended three feet. At the head of these rapids, where J. Perrine's boat works now stand, Purdy and his sons Jesse and Hasard built a mill and a dam with a head of ten feet.

He was then authorised by the government to grist for the neighborhood for a toll of one-twelfth. On the 9th of May, 1824, the following Order-in-Council was also granted in his favor — "Ordered that a Deed issue to William Purdy of the Township of Ops in the District of Newcastle, miller, for Lots numbers 20 and 21 in the 6th Concession of the said Township of Ops, and that the Surveyor General do make such a reservation in the Deeds that hereafter issue for the Lots now overflowed by the mill dam as will secure him in the rights of keeping the water at its present height without subjecting him to an action for damages. (Sgd.) John Beikie, Clerk of Executive Council."

Purdy was thus given 400 acres of land and the promise of freedom from legal action from the scores of settlers who were already located upstream and whose land would be extensively inundated by the building of the dam. But all was not well. Not only Scugog River, but East and West Cross Creeks and Scugog Lake as well, were heaped far back over their customary banks. All trees on this drowned land died. The stagnant waters grew miasmic and a plague of fever and ague killed off scores of settlers on the farms near by. Then grief found vent in action and the whole bereaved countryside, from as far south as Port Perry, rose up one summer day in 1838, seized flintlocks, axes and pitchforks, and marched to Purdy's mill. An attempt was made to call out the militia, but in vain. However, no personal hurt was done but the dam was soon hacked away and swept down stream on the unpent waters.

The grievances of the settlers were so genuine that the government made no attempt to punish this act of violence.

The sequel may be found in an old document recording an agreement made on December 18, 1843, between Purdy and the Board of Works of the Province of Canada, a government department which had been established the year before by Act of Parliament. By this agreement, the Board of Works built a dam and lock further down the river, on the exact site of the corresponding structure of to-day, and granted Purdy the use of all surplus water that would not be needed for navigation. Purdy was to provide all his own flumes and flume heads and to keep the dam in repair. The Board of Works was to receive half an acre of land bounded by the river and the present Lindsay and King Streets and extending five chains to the east, as premises for the house and garden of a lock tender. Purdy, moreover, was to relinquish all claim for damages for the destruction in 1838 of his first mill-dam, and in settlement for this and all other concessions in the contract he received from the government four hundred pounds in cash.

The government dam had been begun in 1842 and was completed in 1844. It raised the level of the river by seven feet, or three feet less than the earlier maximum. This level was acceptable to the countryside, though complaints were rife several years later when Hiram Bigelow, Purdy's successor, raised the water an extra foot by placing a flash board along the top of the dam.

River navigation received an impulse by the building of the lock in 1844. This structure was 131 feet long and 32 feet 6 inches wide, and had an eight foot lift. At first the chief craft were horse boats, small barges worked by a treadmill with side paddle wheels attached to its major drum. A sturdy nag would be placed on the bateaux at Caesarea with his nose towards that village and his steady tramping would bring the one-horse-power vessel slowly down through Lindsay to Fenelon Falls or Bobcaygeon. About 1851 steamboats were built. The "Woodman" of Port Perry was the first to be launched and the "Ogemah" of Fenelon Falls followed shortly after.

In 1855 the government found the canals and locks on the Trent system so heavy a financial loss that it turned all such works over to a corporation known as the "Trent Slide Committee." This corporation abolished the lock at Lindsay and substituted a timber slide. A toll was then exacted on all timber floated.

At the time of this change all the steamboats were on the waters below Lindsay. The township therefore undertook to build a flat wooden bridge, placed on shanties, across the Scugog on the line between Lots 15 and 16, Concession V, west from the Pottery Corners. This new crossing was known as "Ambrose's Bridge" but was constructed by Charles McCarty. After some years another steamboat, the "Lady Ida," was built at Port Perry and it became necessary to force a passage through the bridge. This was accomplished by sawing it in two across the centre and shifting the two halves by means of "cats" or windlasses. The arrangement put too much strain on the bridge, however, and it soon collapsed. Years later enterprising citizens of Lindsay came out and took away all its timbers for firewood. Today not the smallest trace of "Ambrose's Bridge" can be discovered.

The timber slide on the Scugog gave place to a lock again in 1870. This was installed by Thomas Walters on the same site as the 1844 lock. The present lock and dam, which are also on this same location, were built in 19[illegible]

Forgotten Highways of Long Ago

The early roads by which men came to Purdy's mill or departed to north, south, east or west have almost vanished. The present highways tend to follow the correct concession lines but the first bush roads to be slashed through cut deliberately across country towards their objective, though with many a bend and swerve by which to keep on high, dry ground.

A traveller leaving Lindsay for the south would drive out Queen Street, in the East Ward, as far as "Kerry's Corners," where J. R. O'Neill's store now stands. Here he would turn south to Logie Street. There was also a by-road over "Bigelow's Hill" by which the river could be reached without going as far as Kerry's. The modern Logie Street as far south as J. J. Ward's house is part of the old road. It did not touch the concession line, however, until about Daniel Murphy's gate. It then swerved towards the east about half a lot in order to cross Sucker Creek, returned to the line about Frank Curtis's farm and after following the present road for half a mile, struck off towards the river. Thereafter it skirted the Scugog very closely though keeping to high ground as far south as Cisho, whence it ran straight south to Janetville, Orono and Newcastle.

Should our traveller's destination have been Reaboro, Omemee or Peterborough he would have taken the same route as far as Kerry's Corners. He would then push on straight east out Queen Street but on swerving southeast at the present town boundary, he would continue in that direction as far as the line between the 7th and 8th concessions, cutting across the Logie and Bell farms. On one pasture field here the old road, closed some decades ago, is still quite distinct. The route next ran down the concession line as far as Lot 14, Concession VIII, now occupied by William Fox, and thence diagonally across country through Reaboro and out into Emily at Lot 5, Concession XI. This last section of the old road is still open.

The first road to Fenelon Falls ran northwest from about the present Presbyterian church, across Brewery Creek, a swampy stream now marked by the Sussex Street Drain, and up over the Court House hill. The section that lay across Brewery Creek was known as "The Long Sault" because of its hazardous wetness. Leaving the town on the same northwest run it crossed the next creek on Lot 24, Concession IV, west of the present Fenelon Road. This lot was occupied by Alex Logie, a son of Captain John Logie, who ran a sawmill on the creek. The road then passed over the Murphy and James farms ultimately to run north to the boundary on the line between the 2nd and 3rd Concessions. Here, to the east of the road on Robert Tompkin's farm, about half a mile north of School Section Number 3, was long the chief cemetery for South Fenelon and Northwest Ops. The graveyard may still be seen though fallen upon days of profound neglect. The old Fenelon Road after crossing the boundary and slipping down the great limestone escarpment (here very much diminished), struck northeast over the Widow Tompkins' farm, crossed McLaren's Creek by a stone bridge which still remains, midway between the two concession lines, and then ran slantwise towards Cameron. Many decades passed before anyone undertook to blast a road down the cliff on the line where the main road now descends to McLaren's Creek.

The earliest road to Oakwood went straight west from Lindsay, crossing over a swamp on the 3rd and 4th concessions by means of corduroy.

Still another pioneer road ran southwest from the head of Kent Street West across country to Port Perry. Fifty years ago its course was still very evident, although it was then fenced in. Even at that time pedestrians made use of it for convenience sake.

Officials and Figures

The municipal history of Ops has followed a course similar to that in the other townships. In 1842 Francis Kelly represented Ops on the first District Council held in Peterborough. The first Township

Council comprised the following:—Reeve, William McDonnell; Councillors, John Gibb, Patrick McHugh, Thomas Rea and Thomas Keenan. The Clerk was Dr. William Bird. Patrick McHugh was the first reeve of Ops after the separation and incorporation of Lindsay in 1857. In more recent times John Kennedy and his son Peter have served successively as Township Treasurer for over fifty years.

The chief municipal undertakings in Ops have been the draining of the Long Swamp, west of Lindsay, in 1890, and of the Stoney Creek area in 1908. The latter scheme ran two trunk drains northeastward from about Lot 9, Con. VI, one past Reaboro and on into Emily and the other via Cunningham's Corners to Salem school. Thorough drainage was supplied for 1249 acres and an outlet for 3309 acres.

A large township hall of brick was built in 1861 at what is now the entrance to the Riverside Cemetery. When the old building was crowded with a nomination meeting on December 31, 1906, the rotted floor gave way with a crash and jagged rents appeared in the walls. The crowd knocked all the windows from their frames in the mad rush outwards that followed. No one was hurt.

The racial and religious elements are manifested by the decennial census returns of 1911. The races represented are:—Irish, 1690, English, 629, Scotch, 172. The church adherences are:—Methodists, 844, Roman Catholics, 934, Presbyterians, 456, Anglicans, 379, Baptists, 129.

The population of Ops in 1886 was 3101; in 1920, thirty four years later, it had dropped to 1991. The township assessment had increased during that same period from $1,029,723 to $2,726,769, a valuation greater than that of any other township except Mariposa. A just reservation must always be made for the enhancement of land values by proximity to Lindsay, but urban conditions are not found any distance beyond the town limits and the most conscientious allowance will still leave Ops a very rich municipality.

(D) The Township of Eldon

The township of Eldon is named after John Scott, first Earl of Eldon, who was lord high chancellor of England from 1801 to 1827. Eldon, though a consummate judge, was an unprincipled politician and a remorseless enemy of all reform. It should temper Canadian bitterness against the Family Compact to remember that in England itself such a reactionary tyrant was virtual ruler for fifteen years during the Liverpool administration.

The township which bears his name is a rectangle about twelve miles from north to south and nine from east to west. The superficial area is a little less than one hundred square miles. The neighboring townships are Mariposa on the south, Fenelon on the east, Carden on the north, and Thorah in Ontario County, on the west.

The soil in the south is excellent, approximating to that of Mariposa. As one goes north, however, the soil becomes thinner and light-

er and the underlying limestones often crop out. An old preglacial rock escarpment enters the township on Lot 7, Concession XI, northeast of Hartley, and travels west with many windings and deviations to leave it on Lot 11, Concession I, west of Argyle. The northwest corner of Eldon is crossed by the Talbot River and its extension Cranberry Lake. Two tributaries are Butternut Creek near Bolsover in the northwest and Grass River to the northeast. A concession east of Kirkfield, Grass River expands into Mitchell's Lake, a small body of water which owes much of its present size to the building of the Trent Valley Canal through it. This latter work cuts across westward from West Bay, Balsam Lake, in Bexley, to Mitchell's Lake, thence northwest to descend to the Talbot River level north of Kirkfield by a fifty foot hydraulic lift lock, and thereafter twenty-one miles southwest down the Talbot River valley, though not always in its old bed, to Lake Simcoe. In addition to the streams already mentioned, small creeks flow east and west from the centre of the township into Balsam Lake and Lake Simcoe respectively. The sources of nearly all streams and rivers lie in wide tracts of swamp which are a total loss to agriculture.

There are eleven main concessions in Eldon. The concessions are numbered from west to east and the lots from south to north. Concessions IX and XI for some unknown reason are of only one-half the usual width. The name "Palestine" is applied locally to the northern two thirds of Concessions VI to X, and this neighborhood is further subdivided into "Upper" and "Lower Palestine."

The old Indian trail by which aboriginal travellers had for centuries crossed from Lake Simcoe to Balsam Lake lay in part across North Eldon and was the main route for pioneers here and in Bexley. The early settlers used an old punt to cross the Grass River where it interrupted the portage trail on the 9th Concession. When the boat was at one bank, travellers on the other side had to wait for some one to come from the opposite direction and bring it across to them. There is a tradition that one man waited in this way for two weeks. The story is hard to credit, even though the locality is all beaver meadow, without a single tree from which to make a raft.

In the early forties the government built a colonization road, still known as the "Portage Road," along the line of the old trail. To the north and south of this road, lots were laid out forty-four rods wide and a mile and a quarter deep.

Survey and Settlement.

Eldon was surveyed by Henry Ewing in the years 1826-33. As in its sister townships, a dense primeval forest lay everywhere. Hardwoods predominated in the south, but north of the limestone escarpment white pine was supreme.

The first locations were made in 1827 by Ewing, the surveyor, Louis Winter, whose father settled in Mariposa, two McFadyens, James Cameron, and a Frenchman named Pascal Godefroy. Ewing took up a block of land east from Ontario County along the Mariposa-

Eldon boundary as far as the modern Grass Hill at the end of the 6th Concession. The village of Woodville lies partly within this same tract, chiefly on Lot 1, Concession III, and Lot 1, Concession II, though much of it had spilt over on the Mariposa side of the boundary. Some of the early settlements were made here, for Ewing sold part of his land while he went ahead with the survey work for two years more.

In 1828 a party of immigrants from Argyleshire, Scotland, arrived in Toronto and were offered land at a dollar an acre by "Squire" James Cameron, who had already secured grants in Eldon. They were assured that they would find plenty of provisions at Beaverton, and set out without supplies for that place by way of Yonge Street and Lake Simcoe. Beaverton they found almost destitute of stores and here they had to live for several days on maple sugar. Shelter was equally lacking and the women and children had to live in flimsy tents made of blankets, while the men, under the guidance of Kenneth Campbell, went deeper into the forest to locate their lots and build log shacks. In August the families were transferred to "Big Peter" Cameron's settlement, where they found some small new potatoes. Finally in early autumn flour and pork were brought in from Newmarket at considerable expense, and the new settlers moved in upon their respective holdings. The members of this contingent were two families of McAlpines, the McIntyres, Campbells and McCorquodales, and one McFadyen, who had come from Mull by way of Glengarry.

At first they suffered great privations from the scarcity of food. Their flour had to be carried on a man's back from Sunderland, fifteen miles away, where a settler named McFadyen had a small mill. Sometimes they poured lye on their corn and wheat to soften it and take off the hard shell. Fathers and mothers would chew grain into a pulp and then give it, like parent robins, to their children. John McAlpine brought in the first cow during the winter, and others followed next year. In the spring, leeks were gathered in the woods and used in soup.

In 1829 a man named Calder put up a mill at Beaverton which, according to one early customer, cracked corn and squeezed wheat. There was no way of cleaning the wheat of the smut which grew thick upon it on these new farms and the bread made was quite black, though not unpalatable.

In 1829 and 1830 a few more settlers entered Eldon. These were the Fergusons, Finns, McEacherns, Rosses, Smiths and others. Then in 1831-33 a great many pensioners took up land in the township and moved in. Among those in the south were the Ashmans, Bradys, Birminghams, Driscolls, Dunns, Keefes, Lyons, Makins, Malones, McCullas, McDonoughs, McGuires, McIntyres, Pettys, Rileys, Thornburys, Thorntons and Uncles. Further north were the Campbells, McKenzies, McCredies, McRaes, Murrays and Munros. Alexander Munro was the first settler on the site of Kirkfield.

A little later, several families who had migrated from the Island of Islay, Scotland, to North Carolina, removed in a body to Canada and settled in Thorah and Eldon. Among those locating in Eldon were the McLaughlins and Angus Ray, who later became the first township clerk.

The early settlers, as we have seen, were predominantly Scotch. Later immigrations of English and Irish have tended to disrupt that homogeneity, yet the Scotch have still a clear plurality over all others. The census of 1911 gave the following figures:—Scotch, 1269; English, 613; Irish, 617. Their denominational groupings were as follows:—Presbyterians, 1629; Methodists, 646; Roman Catholics, 270; Anglicans, 108.

Roads and Railroads.

The earliest roads were blazed trails and wagon tracks that wriggled towards their destination along the higher ground. It took a whole day to drive with an ox-cart from Lorneville to Beaverton, where to-day a railway train covers the intervening eight miles in a few minutes. At first supplies were secured from Cameron's store in Beaverton, but preferences soon turned to Purdy's Mills, now Lindsay, which began to develop about 1830. The main route lay east to Cambray and then south to the old Fenelon Road. The village of Cambray sprang into existence chiefly through its being an eligible, though diminutive, mill site on the main highway from Eldon to Lindsay.

The first railway in Eldon came in 1871, when the line from Port Hope, already completed to Lindsay in 1857, was carried through to Beaverton. This road cut across the southwest corner of Eldon, passing about two miles north of Woodville. In the following year another line, the Toronto and Nipissing, running from Toronto to Coboconk, in Bexley, passed through Eldon, entering just west of Woodville, passing north through the limestone escarpment by way of an old river valley opening at Argyle, and leaving the township at the northeast corner. Eldon gave this latter railway a bonus of $44,000. The gift was beyond municipal means, yet the development brought about by the new facilities for transportation ultimately justified the gratuity. A third railway, the Canadian Pacific grain line from Port McNicholl, on Georgian Bay, to Bethany Junction, in Durham County, was built through Eldon in 1912. Entering from the west on Lot 17, Concession I, it parallels the great escarpment as far east as Balsam Lake Station, then slips south through another valley gap in the cliff, and passes out into Mariposa southwest of Hartley.

Record of Municipal Institutions.

In the early days Mariposa and Eldon were linked together as a single magisterial and militia division, but each held separate township meetings. In Eldon these meetings were called once a year by Henry Ewing, who had been made a magistrate. The first taxes were collected by John McAlpine, and amounted to thirty dollars. The first assessors were Colin Campbell and Donald Gunn. Alexander

Campbell represented Eldon on the first council of the Colborne District, which gathered in Peterboro in 1842.

Municipal institutions as we now know them were set up in 1850. The first township council included the following:—Reeve, Israel Ferguson, Councillors Archibald McFadyen, James McPherson, William McCredie, and Neil Smith. The officials appointed were as follows:—Clerk, Angus Ray, Treasurer, Donald Smith, Assessor, Duncan McEachern, Collector, John McLaughlin, Superintendent of Schools, Rev. John McMurchy, Auditors, F. W. Stevenson and James McLaughlin. It is said that in signing his declaration every pathmaster, fence viewer and pound keeper down to the humblest subscribed his own signature in full, an uncommon record in these pioneer times.

At first the council meetings were itinerant. For several years the home of James McPherson was a favorite rendezvous. In 1854 business was transacted in the schoolhouse of Section Number One; and in the following year a room was rented for One Pound at the home of Archibald Currie, Lot 5, Concession II. In 1856 the earlier nomadic system was resumed. After 1868, Woodville became the council's regular headquarters.

The population was 641 in 1838 and 851 in 1842. By 1880 the township, including Woodville, totalled 3482, and by 1920 had decreased to 2485, a shrinkage similar to that in the sister townships. In 1880 the assessment was $22 643 00 and the taxes for all purposes $2622 18. The assessment of Eldon and Woodville was $1 086-667 in 1866 and $2 863 667 in 1920.

The Early Kirk in Eldon.

Long before any churches were built the early settlers held religious meetings in their houses. The first to organize these conventicles was Archibald Sinclair. A man named Gunn, who came from Thorah, also took an active part in these early meetings.

After a few years independent missionaries began to come in. One of these was a Rev. Mr. McPhail, of Sunderland. The first regular minister was the Rev. John McMurchy, of the Established Church of Scotland. For some time he had to preach in houses and barns until a church was built on a lot of two hundred acres near Lorneville, which was donated by Squire Cameron. McMurchy soon married and his parishioners then built a manse. He died twenty years later. By the eighties his old church stood empty, a bone of bitter contention between the Established Church and the Canada Presbyterian Church.

Village Centres of the Township.

Eldon has a number of small villages, but here as in Mariposa the elements of growth have been lacking. Woodville, Lorneville, Argyle and Kirkfield are all on the railroad but all are entirely without water power or even sufficient water for ordinary urban needs. Bolsover, which once secured limited water-power from the Talbot

River is four miles from the nearest railway station. Glenarm and Hartley have neither rivers nor contiguous railways. It is through no accident that the village crop has been meagre.

Woodville, on the Mariposa boundary and partially within that township, is an incorporated village with a population of 400 in 1920 according to the assessment rolls. In early days the locality was known as Irish Corners. The first store here was kept by John Campbell, who was known from his religious persuasion as "John the Baptist." The first blacksmith was Alexander Stewart, who lived on the Mariposa side of the boundary. Campbell's store was later rented by two Morrison brothers, who added the manufacture of potash to their activities. Artisans, other stores and the inevitable tavern grew up around the "Corners." At first the nearest Post Office, known as "Eldon," was located a mile to the east, but in the fifties it was moved west to Irish Corners. The name of the latter hamlet was now changed to "Woodville." John Morrison became the first postmaster in the village proper and retained the office until his election in 1887 to the first Dominion parliament as Liberal member for North Victoria.

In 1878 Woodville was made a police village, administered by elective commissioners. The commissioners in 1881 were Peter McSweyn, William White and Roderick Campbell. Its chief industries at this time were a grist mill, two foundries, a cheese factory, a planing mill and a sash and door factory. Steam was the sole motive power. The village had also a Town Hall, a lock-up, three hotels and a number of stores and mechanics' shops. A weekly paper, the Woodville "Advocate," which is now defunct, was established in August 1877 by Messrs. Henderson and Cave. There were also two churches, a frame Methodist church accommodating 250, and a brick Presbyterian church built for $13,000 in 1877, with a seating capacity of one thousand. Woodville reached its peak of population at 556 in 1886, and has since declined. Great excitement prevailed in 1877 when it was proposed to change the village's name to "Otago." A plebiscite gave a majority of one vote for the new title, but no further action was taken.

Lorneville is a village of 106 persons at the junction of the Midland and Toronto and Nipissing railways, two miles north of Woodville. It owes its existence to the railroad and some of its population consists of railway men and their families. As there have been no other stimuli to growth, the village has remained static for half a century. A recent directory lists a general store, an hotel, two masons, and a buttermaker. The name is doubtless a compliment to the Marquis of Lorne, son of the 8th duke of Argyll, who was governor-general of Canada from 1878 to 1883.

Argyle is on the Grand Trunk railway about two miles north of Lorneville. Its name commemorates the Scottish shire from which, more than from any other, the pioneers of Eldon came. An earlier appellation was "Scotsville." The present population is somewhat

less than fifty. The business roster comprises a general store, a blacksmith and two carpenters.

Bolsover is a hamlet of about one hundred inhabitants situated on the Talbot River some four miles west of the railway. The village was founded by D. McRae, M. P., who built mills here in the fifties. In 1881 it had a grist mill, a sawmill, a carding mill and a shingle mill as well as several taverns (including the famous hostel of "Biddy Young"), stores and a Presbyterian church. The decline of lumbering and the aloofness of the railway have, however, brought about its speedy decline and its former industries have passed into oblivion.

Kirkfield has a population of about three hundred. It lies in a valley at the intersection of the Portage Road with the main road from Peterboro to Carden. A station on the Coboconk division of the G. T. R. is situated a little farther to the north. Alexander Munro was the first settler on the village site but it is to John McKenzie and his sons William, Alexander, Ewen, Duncan and John that chief credit for material progress is due. A generation ago the McKenzies operated flour mills, woollen mills and a sash, door and planing mill. All these plants were dependent on steam power. The McKenzie brothers were also large grain buyers and dealers in telegraph poles, posts, and railroad ties. William McKenzie, later Sir William of Canadian Northern fame, was one of these brothers and served his apprenticeship to railroad contracting on the local construction work on the Toronto and Nipissing Railway.

Other businesses in the eighties were the general stores of A. C. Mackenzie, M. Perry, J. W. Shields, and M. O'Neill, the waggon shops of Alex. Munro and Wm. King, the tinshop of N. Emsoter and W. A. McCrae, the harness shop of Albert Hadfield and R. O. Wright, the butcher shop of Robert Boynton, the smithy of Alexander Fraser and the hotels of A. Coaty and Hector Campbell.

The disappearance of the northern forests and the consequent lack of cheap fuel made steam power mills impracticable and these industries in Kirkfield faded away. A business directory of recent date gives the following analysis of the village as it now remains — Two stone-crushers, five carpenters, three merchants, two butchers, two bakers, one tailor, one harnessmaker, one blacksmith, one painter, one barber, one grain buyer, one veterinary surgeon, one doctor and one druggist.

Hartley is an Irish Methodist hamlet in the southeast corner of Eldon, and Glenarm, or "Hardscrabble," a Scotch Presbyterian village half way up the Fenelon boundary. Neither has ever exceeded fifty in population.

Eldon township has thus no fewer than seven villages but in every case factors necessary for expansion have been lacking. The advent of Hydro Electric power to centres like Woodville will doubtless suggest possibilities but the cost of power transmission, the freightage to markets beyond a limited neighborhood, the competition of immense urban corporations and our unfavorable banking system will all render problematical any great industrial development. Whether such growth is always desirable, is a matter for debate. It is sufficient here to note that the development of human communities depends far less on chance or local enthusiasm than on definite scientific laws.

(E). The Township of Fenelon.

Fenelon Township reminds us by its name of Francis Fenelon, the famous seventeenth century Archbishop of Cambrai, France. Experts assure us however that the township was named after the Archbishop's elder brother, who was a Sulpician missionary and explorer in Canada and founded a mission on the Bay of Quinte in 1668.

The superficial area of the municipality is about 108 square miles but much of this is made up of the water surfaces of three lakes, Sturgeon, Cameron and Balsam. Sturgeon Lake is shaped roughly like a bent human arm, with the elbow pointing southwards towards Ops, the long fore arm stretching eastward through Verulam to Bobcaygeon, and the shorter upper arm extending north through the eastern concessions of Fenelon towards Fenelon Falls. The Scugog River flows in at the point of the elbow and is joined near its debouchure by McLaren's Creek, a smaller stream that flows eastward through South Fenelon. Cameron Lake lies a mile north of Sturgeon Lake and twenty three feet above it. It is shaped somewhat like a potato, four miles from north to south and two from east to west. It is drained into Sturgeon Lake by the Fenelon River and is reinforced at its northwest end by the united waters of the Balsam and Burnt rivers. The former flows from Balsam Lake a mile to the west and the latter from far to the north and northeast in Haliburton County. The two rivers mingle their waters just before entering Cameron Lake. Balsam Lake may be compared to a wolf's head, with the long muzzle pointing southward as South Bay, two long ears pricked up into Northwest Bay and the Gull River estuary, and the neck half represented by West Bay. It is a large lake and only the wolf's snout projects down into Fenelon township.

It is of interest to note that there are three small bodies of water each known as "Goose Lake" at or near the south, west and north boundaries of Fenelon respectively. The first is near the mouth of McLaren's Creek and about five miles north of Lindsay. This shallow pool was originally marsh land but has been made partially navigable by the holding of a dam at Bobcaygeon. The second Goose Lake lies two miles north northwest of Cambray village in the deep moraine blocked valley of an ancient preglacial river. The third is just north of the mouth of Burnt River and is a small tract of flooded marsh.

The land surface of Fenelon is more uneven than in Ops and becomes increasingly hilly towards the north. The chief elevations are kames and eskers of morainic sand. The soil is best in the south-east and the whole southern half of the township is of fair average value. Towards the north however, steepening hills and swampy depressions are more discouraging to agriculture.

Early Settlements in Fenelon

Fenelon was surveyed about 1822 but general immigration did not commence until more than ten years later.

The earliest settler was Angus McLaren who many years before any formal locations were made, squatted just north of the creek which still bears his name. McLaren had a wife and four daughters and ultimately held some 1400 acres in this neighborhood. Much later than McLaren, but still early in the settlement of the southern borders were the Edwards, Waldons, and Tompkins. The heyday of McLaren's Creek was in 1852 when Squire Kamut of Lindsay brought in a contingent of French Canadian lumbermen and cleared out the stream and its banks so that the largest squared timber could be brought out and floated down the Trent System to the St. Lawrence and Quebec.

Most of the early settlers in Fenelon came in by way of Peterborough, thence six miles by trail to Bridgenorth on Chemong Lake, and the rest of the way by rowboat or canoe across Chemong, Pigeon and Sturgeon lakes.

About 1833 John Langton settled on the east shore of the north arm of Sturgeon Lake on the modern Graham farm. Langton was an M. A. of Cambridge University and a man of exceptional ability. It is therefore not surprising that he became District Councillor for Fenelon in 1842, Warden of Colborne District in 1847, member of parliament for Peterborough County in 1851, and Auditor-General of Canada in 1855.

In the summer of 1834 William Jordan with his mother, wife and four children became Langton's neighbors on Lot 19, Con. XI. Magistrate George A. Jordan of Minden is a grandson of this William Jordan. Other early settlers in this neighborhood were James Cook, E. Palmer and D. S. Willock. Most of the pioneers in the Sturgeon Lake area were Protestant Irish, who had sought Canada after the passing of the Catholic Emancipation Bill in the Old Land.

In the centre of the township, however, a different nationality was taking possession. About 1840, Isaac G. Moynes and Thos. Moynes struck east from the Scotch settlements in Eldon into the dense swamps and woods of Fenelon. Here, near Lot 20, Concession V, they built their log cabin. Many Scotchmen, the McNabs, Browns, Gilchrists, Mutchisons, McNevins and others, soon followed and the central and western parts of Fenelon are dominated by Scotch Presbyterians to this day.

Later than Scotch and Irish, and much more numerous than either, came an immigration of English Nonconformists, who located chiefly in the neighborhood of Fenelon Falls.

The census for 1911 gives the following analysis of the township:—English, 1077, Irish, 592, Scotch, 525, Dutch and German 58, all others, 52. The religious groupings were:—Methodists, 1 155, Presbyterians, 536, Anglicans, 214, Baptists, 106, Roman Catholics, 74, Mormons, 71, all others 121. The census did not state whether the seventy-one Mormons constituted a single household.

Land around Cameron Lake was granted in early times to Duncan Cameron, a Toronto banker and Family Compact politician. From this circumstance the lake derives its present name. The actual pioneers, however, to whom the credit is due for the clearing and settlement of this locality were John Bellsford, John McIntyre, Hamilton and Samuel Boyce, James Humphrey, and Robert Dennistoun, who became County Judge of Peterborough in 1868.

The Village at the Falls.

At the southwest corner of Cameron Lake its waters issued in a considerable river, thundered down twenty-three feet over a limestone cliff, and then boiled and spumed through a rocky gorge to Sturgeon Lake half a mile distant. The conditions of the day made the banks of this cataract an inevitable mill site and ultimately a village site, known first as "Cameron's Falls" and later as "Fenelon Falls".

According to the Ontario Domesday Book, Lot 23 in Concession X, which includes the falls itself and the heart of the modern village, was patented to the Hon. Duncan Cameron. Lots 28, 29 and 30, Con. XI (northeast of the village) were granted to the Earl of Mountcashel, and Lots 21, 22, and 24, Con. X, Lots 22 and 23, Con. IX, and Lots 21, 24 and 25, Con. XI (all adjacent to and partly included in the present village) were deeded to James Wallis and Robert Jameson.

In 1841 Wallis and Jameson added Cameron's lot to their holdings and built a grist mill on the left bank of the falls almost at the modern road bridge. The stones for this mill were brought all the way from Toronto on sleighs in the wintertime.

In 1851 this first establishment was demolished and separate grist and sawmills were built on the same site. In 1851 the first steamboat of the Kawartha lakes, the "Woodman" of Port Perry, arrived in Fenelon Falls on her maiden trip. The following year James Wallis had the "Ogemah" built at Fenelon Falls in order to carry his lumber to Port Perry, whence it was teamed to Port Whitby. At the launching of the "Ogemah" a great celebration was held and a free banquet furnished at Wallis's expense to the population of the immediate neighborhood.

This feast was perhaps a minor undertaking, yet a real village was beginning to take form on the east bank of the river. The growth of the grist and lumbering business called for more hands. The first blacksmith, Jeremiah Twomey, who was later a prominent citizen and a considerable landlord, arrived about 1850. In that year James Wallis opened up a store and a man named Comstock built a log tavern on the site of the later McArthur House near the modern locks. There was also a post office, in charge of William Powles, and an Anglican church and parsonage.

The first Anglican incumbent, the Rev. Mr. Fidler, met a tragic death. He used to hold occasional services at Willock's Settlement, now Dunsford, south of Sturgeon Lake, and would be rowed thither, a distance of ten miles, by two of his parishioners. One Sunday the little party had returned from such an expedition and had portaged above the falls on the south side preparatory to crossing over to the parsonage which stood on the north shore a little farther up. The row boat was set to the water and the rector and one of his oarsmen climbed into it. The current here just above the falls was very swift, but could be negotiated with care and hard rowing. While the rector was getting to his seat, his companion held the boat fast to shore by seizing some juniper branches. But either through thoughtlessness or a misunderstanding of orders he let go too soon, and the boat swung out into the current. Its occupants were confused and could not adjust the oars in the rowlocks before it was too late. With cries that could be faintly heard above the roar of tumbling waters, they were swept over the dam and then over the falls, where their boat was shattered into kindling wood. Their bodies were found next day in the pool just below the falls.

As late as 1851 there was only a narrow trail through the woods down the modern main street, but Wallis now had it cut out to full road width, floored it with slabs from his lumber mill, and covered the slabs over with gravel. He and Jamieson also had the left bank of the river surveyed and plotted into village lots. In 1854 Wm. Martin opened the Clifton House, now the Kawartha Hotel. James Fitzgerald opened a store on Colborne Street, and the village grew steadily by the arrival of tradesmen and mechanics until 1859, when the mill burned down.

The mill property was then bought by one Sutherland Stayner and lay idle for a long time to the great detriment of the village. Then it was leased and later bought by R. C. Smith, of Port Hope, and a Mr. Waddell, of Cobourg. The new mill built by Smith and Waddell brought immediate prosperity to Fenelon Falls. A growing trade in lumber centred here. In 1872 there were three large mills, those of J. D. Smith and Company, of Hilliard and Mowry, and of Green and Ellis, whose annual cut of pine alone totalled nine, four and five million feet respectively.

In 1872 the Victoria Railway began to build north from Lindsay and its advent was a further stimulus to the growth of Fenelon Falls. In 1873 the late Mr. E. D. Hand, who had founded the "Lindsay Advocate" in 1855 and the "Bobcaygeon Independent" fifteen years later, now launched the "Fenelon Falls Gazette," a weekly newspaper of Liberal propensities. The "Gazette," after forty eight years of existence, still carries on. Its present publishers are the Robson brothers, formerly of Lindsay.

Incorporation as a village came to Fenelon Falls in 1875. The first Village Council was composed of the following:—Reeve, J. D. Smith; Councillors, J. W. Fitzgerald, Joseph McArthur, William Jordan and Richard Jackson.

Fenelon Falls had long been the upper terminus for navigation on the Kawartha Lakes, but in 1882 the Federal Government at last agreed to build locks and a short stretch of canal by which to render the upper lakes accessible. The engineers did not attempt to lead the canal up the natural watercourse but cut out their channel through the steep limestone bank to the north of the falls. Mr. A. P. McDonald, an American, made the lowest tender for construction and was awarded the contract. The first blow was struck on October 17, 1882, and the first rock blasted nine days later. Valor rather than discretion marked these operations and large masses of rock crashed into dwellings hundreds of yards away. The locks were to be two in number, thirty three feet wide and three hundred feet in total length. The cut for the lower lock was to be thirty six feet deep and for the upper lock twenty two feet deep. The canal from the upper lock to Cameron Lake was to be sixty feet wide and twelve feet deep. This new public work was opened for navigation in the summer of 1886.

That same year saw Fenelon Falls reach the peak of her prosperity. Her population was then 1312 and has since decreased steadily until in 1920 only 827 inhabitants remained. The wane of lumbering in the country to the north has meant the decline of Fenelon Falls, for it was chiefly on lumbering that she had grown. The completion of the Trent Canal has made her only a way port instead of a terminus for lake trade. Electricity has been developed here, but most of it is transmitted elsewhere on the Hydro-Electric Commission's Central Ontario 44,000 volt circuit instead of being utilized industrially in the immediate neighborhood. A recent directory credits the municipality with two flour mills, two sawmills, a wood-turning mill, a woollen mill, four hotels, six churches and about twenty stores. The future of the village would now seem to be dependent on summer tourist traffic and, far more vitally, on the economic services that it may render to the country districts near by.

The chief racial constituents of the population in 1911 were — English, 422; Irish, 346; Scotch, 135; French, 46. The religious denominations at that time were made up thus:—Methodists, 435; Presbyterians, 234; Anglicans, 138; Baptists, 101; Roman Catholics, 65.

Farm Villages and Summer Villages

There are few other villages in Fenelon. Cambray, built chiefly on Lots 5 and 6, Concession I, on the main road from East Eldon to Lindsay, was so named because of the mistaken idea that the township had been named after Francis Fenelon, the Archbishop of Cambrai, France. Its population is largely made up of retired farmers, among whom Scotch Presbyterians perhaps predominate. A small mill-stream which runs through the village was probably the deciding factor in the choice of its site, but its industries have never developed greatly and its population has seldom exceeded two hundred and fifty. In February 1868 oil was struck near here at a depth of 358 feet, but its development never prospered. In recent years business and occupation have been carried on locally by three general stores a mill run by A E and W B Weir four masons three carpenters three blacksmiths one cheesemaker, one thresher, one harnessmaker, and one doctor

Cameron four miles east by north from Cambray, is a much smaller village, with a station on the Haliburton Division of the Grand Trunk Railway Like Cameron Lake it is named after Duncan Cameron, an early Toronto banker The neighborhood is chiefly noted for its recurrent epidemics of heterodoxy under various forms during the past eighty years.

Sturgeon Point and Pleasant Point are summer villages The former is incorporated with a tax-roll of 141 and an assessment of $87 373 In summer these cottage communities on the opposite shores of Sturgeon Lake are thronged with urban residents in winter all is deserted. From the earliest times the hardwood groves at Sturgeon Point were a favorite rendezvous for picnics and excursions. The first regatta here was held in 1841, eighty years ago All pleasure on that occasion was marred by the drowning of a Mr Wetherup who upset from his canoe while in the act of taking off his coat He was a powerful swimmer but with his arms thus pinioned behind him he was lost at once Thirty five years later Captain George Crandell of Lindsay the chief promoter of navigation on local waters realized the possibilities of Sturgeon Point as a summer village and spent some $25 000 in developing it towards that end In 1876 he built a large summer hotel the management of which was undertaken by W H Simpson Crandell also purchased an extensive tract adjacent to the hotel and plotted out lots for summer cottages These were quickly bought up and built upon and thus began the summer colony at the Point The first regatta under the auspices of cottagers was held on September 18 1876. The event of the day was a double canoe race in which two Rama Reserve Ojibwas named Yellowhead won by a narrow margin from Whetung and Toboco, two Mississagas from the Chemong Reserve The winners paddled a birch bark canoe at seventy strokes to the minute There were several white entrants in this open race, but all were left hopelessly behind by the two Indian crews About this time a black bear was found roaming about near the hotel and was disposed of by excited huntsmen The hotel was destroyed by fire in 1898 but the village about it has continued to flourish Pleasant Point or Hay's Point is a more recent summer village on the lake front of the John Hay farm Its ratepayers are even now seeking incorporation

It is a somewhat effete existence that these large community summer resorts offer to anyone possessed of youth and vigor but they are a true paradise for little children and a healthful week end refuge for urban workers who have no vacation in which to sally by canoe into the magnificent wildernesses of North Victoria and Haliburton

Population and Assessment.

Fenelon township attained its maximum population in the eighties and has since declined rapidly. In 1886 the township, including Fenelon Falls, totalled 3963 inhabitants. In 1920 the county records showed a total of 2644, a decrease of over thirty three per cent. The nominal assessed value of all property in the township and its villages was $1,060,394 in 1886, and in 1920, $2,213,460, or a little more than twice the earlier estimate. However, Dun's price indexes for 1886 and 1920 are in the ratio of 96 to 250, so that, on this basis, the present assessment amounts to only $843,976 in terms of 1886 values.

(F.) The Township of Verulam.

Verulam township is named after James Walter Grimston, Earl of Verulam (1775-1846), who was brother-in-law of Lord Liverpool, the nominal premier of England from 1812 to 1827. This Canadian municipality seems to be Grimston's sole claim to reputation, for one seeks in vain for mention of him in any dictionary or encyclopedia.

Verulam is bounded on the south by Emily, on the east by Harvey township (in Peterborough County), on the north by Somerville, and on the west by Fenelon. In plan it is a rectangle, ten concessions, or eight miles, from west to east, and some thirty-two lots, or about twelve miles, from south to north. The east arm of Sturgeon Lake runs completely across the township in an east-northeasterly direction. About two-fifths of the land area lies to the south of the lake and the remainder to the north. On the eastern boundary, Sturgeon Lake finds an outlet into Pigeon Lake by two channels, on either side of a considerable island. The north or main channel is known as North River, and the meagre stream to the south as "Little Bob," an abbreviation of the name Bobcaygeon, itself a corruption of the Indian title for the "shallow rapids" in North River. The name Bobcaygeon is now applied to the incorporated village which has been built partly on the island and partly on the mainland to the north. About the centre of the southern boundary is Emily Lake, a mile and a half in length and like a human stomach in outline. It is fed by Emily Creek, which flows down from Emily township through a wide, steep valley, and is drained into Sturgeon Lake by the same stream. Other creeks flow into Sturgeon Lake from the north, and two small streams divided from the others by a watershed actually run north west into the Fenelon and Burnt rivers respectively.

Most of the township north of Sturgeon Lake is broken and rocky, with an interspersion of shallow swamps. The area south of the lake is considered preferable for farming, but there is much drowned land along Emily Creek and a great cranberry marsh extending from Emily Lake eastward to Pigeon Lake. The timber in early times was chiefly pine, with an intermixture of hardwood.

Survey by John Houston in 1831

The government survey of Verulam was conducted by John Houston and completed by 1831. The township was placed on the market

in 1832, but so much of it was seized upon by speculators that settlement was retarded for many years.

Long before the government survey, an Indian trader named Billy McKeough had located on the site of Bobcaygeon village to do business with the Mississaga Indians of the neighborhood. The Smiths of Port Hope also traded with the Indians hereabouts, and tradition states that in buying beaver skins at ten dollars a pound they would place a hand on the scale to represent one pound and a foot to represent two pounds.

First Settlers Hunter and Bell

The first serious settlement of Verulam was in 1832 when John Hunter located in the southeast corner of the township and Wm. Bell near the Harvey boundary, north of Bobcaygeon. In the fall of that year John McFeeters settled near the Emily boundary and some Frasers and McAndrews near the Fenelon boundary.

These pioneers, and almost all others who came to Verulam for the next fifty years, entered from the east. They would come on foot or by ox cart from Peterborough northwest to Bridgenorth over six miles of miry, log-strewn trail. From Bridgenorth they would proceed by punt, scow, bateau, or canoe up Chemong or Mud Lake and through the narrows at Oak Orchard into Pigeon Lake. At Bobcaygeon all luggage would be portaged, but before the building of a dam the scows and punts would be poled up the rapids. Sturgeon Lake was thereafter the trail for those proceeding further west.

In 1832 some Fermanagh Irishmen who had located in Harvey in the previous year moved across the boundary and took up land near William Bell. Among these were the Grays, Murdochs and McConnells. William Junkin, John Stewart, and others settled in the north centre of the township and Matthew Ingram east again from them.

Most of the land immediately adjacent to Sturgeon Lake was taken up by retired army and navy officers and by English gentry. On the north shore the Visards, Wickhams, and Edward Attle entered in 1833, the Boyds in 1834 and the Dunsfords in 1837. The head of the latter household was the Rev. James H. Dunsford, (1786-1852), who was an M. A. of Oxford and rector of Tretherne, Gloucestershire. In 1844 he retired from Verulam to Peterborough, where he edited the "Gazette" for several years. His sons James W. and Hartley Dunsford, established a shingle mill on the north shore near Red Rock. The former was many times Reeve of Verulam, while the latter was appointed Registrar of Victoria County in 1886 and died in Lindsay in 1891.

Along the south shore of Sturgeon Lake were the Durcases, Frasers, Johns and Thompsons.

"Scotch" and "Military" Lines.

The "Scotch Line" between Concessions V and VI from Sturgeon

Lake south to Emily Lake, was first settled in 1833. Early in that year Captain Andrew Fraser, a Scotch veteran of Waterloo, located here on the lake shore. That same autumn brought a Highland Scotch contingent of two single brothers named McDonald, a McPhail with a grown up son and daughter, and Robert Robertson with his wife, four little children and a nurse. The men had come in first to build log shacks, leaving their families in Peterborough. When the rude dwellings were ready they brought in the remainder of the party by ox cart to Bridgenorth and thence through Chemong, Pigeon and Sturgeon Lakes by scow. They camped on the open shore of Sturgeon Lake on the night of October 29, 1833, and awoke next morning to find the lake frozen solid. These three families settled on Lots 9 and 10 Concession V and Lot 10, Concession VI. Robertson and the McDonalds had brought whip saws with them from Scotland and by rigging up sawpits soon prepared their own boards for walls, doors, benches and bedsteads. Some years later other Scotch families located along the same road. Thomas Robertson, one son of the pioneer Robert Robertson, still survives on the old homestead.

The road between Concessions VI and VII was settled by pensioners, the Lithgows, Murdochs, Grays, Hamiltons, and others, and was therefore called "the Military Line." The next line to the east was taken up by Irish Protestants such as the Longs, Steeles and Middletons.

The area to the west of Emily Creek was taken up by four families of Thurstons, three families of Bells and the Kennedys, McCollums, Iretons, Flynns and Sheriffs.

The first white child born in Verulam township north of Sturgeon Lake was a daughter of Matthew Ingram. The first baby south of the lake was John Robertson, a son of Robert Robertson.

The Mill Village of Bobcaygeon.

The virtual founder of Bobcaygeon was Thomas Need who in 1832 was granted 400 acres of land on and adjacent to Bobcaygeon Island as a bonus towards building a sawmill and a grist mill for the new township. The sawmill, equipped with a single upright saw, was built first and for a time all the settlers both north and south of Sturgeon Lake, had to take their grain by a trail south from the "Scotch Line" to Wm. Cottingham's mill at Metcalfe. Even when Need did add a pair of gristing stones to his equipment he still went without a bolt for a long time. He opened the first store in Bobcaygeon and was also the first postmaster. The government had reserved and surveyed a townsite on the north bank of the river, but the miller, with characteristic enterprise, had streets laid out and lots platted on his island by John Reid and the village of today occupies parts of both sites. He sold out his interests in 1844 to Mossom Boyd and left the neighborhood, never to return.

Other citizens of Bobcaygeon in 1832 were Campbell Sawyer on the north side of the river and two men, Forrest and Long by name who lived in log cabins at the head of the island. In 1834 John Henry Taylor and Charles Bailey came in and lived with Forrest. Soon afterward James McConnell built the first frame house of the village (on the north side of the river) and opened it as the "Travellers Home." The raising of the Buckhorn dam in 1841 isolated this tavern from the mainland and a more satisfactory building was therefore erected on the present Rockland House site.

Edward Lyte opened the second store in Bobcaygeon. Later business men were E T Harlow, W McCamus, W B Reed, J T Robinson and J H Thompson.

A lock at Bobcaygeon was undertaken as early as 1834 by Messrs Pearse, Dumble and Haer, contractors, for the prospective remuneration of £1680. The unsettled state of the country and the outbreak of 1837 kept the work in check but it was completed by 1840. Thomas Need was at this time one of five "Commissioners for superintending the improvement of the navigation of the Newcastle District." His successor, Mossom Boyd, also took an active interest in the canalization of the Trent system and when, after decades of apathy, the government began in the seventies to consider further extensions he had a voluminous report prepared at his own expense. The Bobcaygeon lock has been rebuilt in 1857 and in 1921.

The first divine service at Bobcaygeon was a conventicle held in McConnell's tavern by the Rev Mr Edwards, a Baptist minister from Peterborough. Sunday school was carried on in Forrest's log cabin on the island. The first Quarterly Board of the Methodist church met on May 10, 1858 and consisted of George Bick, Thomas Taylor, James Bayley, and James Thurston. The efforts of this Board and of the Rev John Dowler, then pastor, succeeded in erecting a frame church, which was opened in 1862. The seats were plank benches and the means of illumination tallow candles. This church has since been extensively remodelled in 1883, in 1879, and in 1918.

The Methodists are the strongest denomination in Bobcaygeon, but the Anglicans and Presbyterians do not lag far behind. The religious section of the 1911 census gave the following figures — Methodists, 336, Anglicans 318, Presbyterians, 230, Roman Catholics, 58, Baptists 38.

Bobcaygeon Since Incorporation

Bobcaygeon became an incorporated village on January 1, 1877. The following citizens constituted the first Council —Reeve, W B Reid, Councillors, Charles Readfield, J L Reid, E. Bottum and John Kennedy. J G Edwards was Clerk and Treasurer. A Village Hall of red brick was erected at a cost of $2000.

The population at this time has been estimated at about one thousand. Local industries were flourishing. There were sawmills, a shingle mill, a carding mill, a grist mill, and a tannery. Lime was prepared on an extensive scale, one kiln turning out one hundred barrels of lime daily. There were also quarries of lithographic stone

about three miles from the village. Petroleum deposits had been located in 1866 but a company formed locally for its development was unsuccessful.

A weekly paper, the "Independent," had been begun in 1870 by E. D. Hand, who had founded the "Advocate" in Lindsay in 1855. In 1873, Hand removed to Fenelon Falls and there established the "Gazette." The "Independent" was thereupon taken over by C. E. Stewart, who, aided by his daughter, edited the paper for many years. Mr. A. Warren has been a more recent publisher.

For many years Bobcaygeon's greatest handicap was isolation from the outer world. The village was eighteen miles from Lindsay by road and still more remote from Peterborough. Railroads were late in coming in; and sister villages like Fenelon Falls and Coboconk had train service thirty-five years before the first locomotive entered Bobcaygeon. In summer, traffic used to come by steamer from Lindsay or Bridgenorth but in winter the village was sealed away by the frozen lakes. There had, indeed, been attempts at railway-building. In 1874 the Cobourg, Peterborough and Marmora Railway planned to extend their line to Bobcaygeon and Fenelon Falls, but the corporation was already bankrupt and the proposal came to nothing. Then in December 1889 twelve Victoria County men, Messrs. M. M. Boyd, John Petre, John L. Reid, George Bick and Wm. Needler (all of Bobcaygeon) and Messrs. J. R. Knowlson, W. McDonnell, J. D. Flavelle, D. J. McIntyre, John Dobson, John Kennedy and John Macdonald (all of Lindsay), applied to the government at Ottawa for a charter for a Bobcaygeon, Lindsay and Pontypool Railway. This charter was granted on the 26th of March, 1890, and a subsidy of $51,200 voted two months later. A further grant of $89,800 at the next session of parliament was in prospect, but the deaths of Adam Hudspeth, the member for South Victoria, and of Sir John A. Macdonald, who had been acting Minister of Railways and had transacted all business with the new Company, disappointed the directors. Then the township of Ops proceeded to reject a bonus by-law, and the railway project ultimately succumbed to dry rot. A more ambitious enterprise was launched in Peterborough in 1891, when a number of citizens headed by John Burnham, Q. C., sought to promote a Peterborough and Sault Ste Marie Railway, which was to pass through Bobcaygeon on its long run northwestward. However, the company could not secure even a charter from the Abbott administration and the whole scheme evaporated. It was not until 1904, when the Canadian Pacific Railway completed a branch line from Burketon through Lindsay to Bobcaygeon, that the Verulam village was linked up with Ontario's rail transport system. The advent of the railway was too late to establish prosperity in the face of depleted forest resources and an adverse banking system. The population, which long was stable at over one thousand, had dropped by 1920 to about eight hundred and forty-four. Summer tourists, however, may come and enter freely, and will doubtless increase in numbers and enthusiasm as the natural advantages of the village become more widely known.

Slow Development of Verulam

The township proper developed very slowly because of the number of land speculators and absentee land-owners. In 1842 ten years after settlement began there were only 33 householders in the combined area of Verulam and Harvey. Even 1880 found less than twenty miles of waggon road in all Verulam. The land speculator was the curse of the township as for that matter of all other townships in Victoria.

On the introduction of municipal institutions in 1850 Verulam was associated with Fenelon and Bexley for administrative purposes. The first Council comprised the following —Reeve John Langton Councillors, James W Dunsford, William Stoddart, Samuel Brock and Jabez Thurston. The Clerk was William Powles, the postmaster at Powles Corners.

The racial constituents of Verulam in 1911 were as follows — Irish 1879, English 628, Scotch 272, all others 48. As for churches, the Methodists were in the ascendent the figures being as follows — Methodists 884, Anglicans 434, Presbyterians 370, Baptists, 185, Roman Catholics 33. The peak of population was 2238, reached in 1881. The assessment rolls of 1920 show a recession to 1838. The present valuation of the township is $1,330,344 or almost equal to that of Fenelon.

Some Verulam Hamlets.

Verulam has no other villages at all comparable to Bobcaygeon in size.

Dunsford on the C.P.R., on and adjacent to Lot 5, Concession III, has a population of about forty. The locality was once known as "Sheriff's Corners" and also as "Willock's Settlement" but was later renamed in honor of the Dunsford family. The first Methodist church here was built in 1853. This was replaced in 1886, during the pastorate of the Rev. W. M. Pattyson, by a new sanctuary of red brick. A recent directory credits the village with two stores, two smithies, and a cheese factory. An Adventist hermit lives deep in the penetralia of a huge swamp two miles east of Dunsford.

Fairbairn, Red Rock, Sandy Point, and Thurstonia are rural post offices. Fairbairn is situated on Lot 23, Concession VI, in the northeast of the township and is named after Charles W. Fairbairn, a Verulam farmer who represented South Victoria in the House of Commons from 1890 to 1896. Red Rock post office, on Lot 18, Concession V, a mile north of Sturgeon Lake, derives its name from a massive and striking monadnock of red granite which pushes up through the prevailing limestone strata on Lot 13, Concession IV, a little to westward. Sandy Point is east of Sturgeon Point on the north shore of the lake. Thurstonia is a summer resort on the south shore and is called after the Thurstons who have been numerous and prominent in this part of the township.

Ancona Point is a station on the C P R half way between Dunsford and Bobcaygeon It was built to serve ‘Scotch Line’ and was to have borne that name but one or two local men held stubbornly by conceptions of their own and the C P R finally settled the dispute by adopting the present Italian title which is utterly without relevance to any aspect of any part of the township

Chapter III.

An Agricultural Transformation

The past history of the six southern townships, Emily, Ops, Mariposa, Verulam, Fenelon and Eldon, and especially of the three first named, has been closely bound up with the cultivation of the soil. In its starkest essentials the history of South Victoria is the history of agricultural development in a forest area, and any annalist who deals with town and village life to the neglect of this fundamental aspect of the region will falsify the true meaning of one hundred years of local history.

The agriculture of the century under discussion falls into two approximately equal periods of development. From 1821 to 1871 was the era of pioneering, when the demolition of the forests still absorbed most of the energies of the people. From 1871 down to the present may be seen the free development of modern mixed farming along certain broad lines and in accordance with certain formative factors.

A first impression of the changing aspects of agriculture throughout the century may be had from the subjoined table of statistics. The figures for 1850, which represent the pioneer period, have been worked out from the census and the Assessment Rolls. The data for 1882, 1898, and 1923 are collated from the annual reports of the provincial Bureau of Industries established in 1882. The statistics chosen have been carefully compared in all respects with those of the harvests in adjacent years, and in each case have been found to belong to an especially favorable season.

Victoria County Crop Statistics.

Products	1850	1882	1898	1923
Fall Wheat, bus.	134 825	874 738	147 714	212 880
Spring Wheat, bus.	none	780 888	188 331	149 084
Barley, bus.	5 849	844 882	472 478	387 708
Oats, bus.	101 758	1 184 288	2 078 702	2 728 888
Rye, bus.	1 257	28 884	88 311	28 885
Mixed grains, bus.	none	none	none	384 888
Corn for husking, bus.	1 887	68 283	88 708	7 898
Fodder corn, tons	none	none	18 887	81 817
Hay and clover, tons	8 813	21 158	47 884	71 269
Alfalfa, tons	none	none	none	1 883
Flax, bus.	none	61	none	1 898
Buckwheat, bus.	448	8 880	68 882	188 829
Peas, bus.	87 988	288 889	388 289	78 488

Beans, bus.	none	2,394	6,080	1,624
Potatoes, bags	135,152	364,032	309,120	312,360
Turnips, bus.	43,672	1,051,960	2,113,116	1,278,008
Mangels, bus.	252	236,400	635,263	302,400
Carrots, acres	none	266	none	17
Sugar Beets, bus.	none	none	none	14,400
Hops, acres	none	25	none	none
Horses	1,914	10,952	12,779	12,870
Sheep	12,517	36,122	40,355	30,756
Cattle	8,352	40,539	42,364	62,705
Swine	6,715	11,153	23,320	29,047
Poultry	no record	105,906	152,365	186,591

Comparisons and Contrasts

It will heighten the comparison of these figures when we consider that in 1850 the rural population of South Victoria was about 9400 and that in 1920 the farming population in this same area totalled approximately 9735. In other words, the number of people on the land last year and in 1850 were almost exactly equal. The farm crops for the two years, however, form an amazing contrast, whose explanation must be sought in the conditions of the times. In 1850 virgin forest still covered the greater portion of the land. The area under crop was 10 626 acres in 1850 and in 1920 100 600 acres, or more than ten times as much. The farmer in the fifties was glad to have cleared sufficient land around his cabin to enable him to sow enough wheat, oats, potatoes, and turnips (see table) for himself and his stock. Other crops were almost unknown. The chief exports were not farm products but pine and oak lumber and potash. The latter product was secured by leaching the wood ashes that were so plentiful in times when, merely to clear the land, acre after acre of the finest timber would be hewn down in windrows and fired. In 1842 there were 1021 potasheries in Upper Canada. The potash from Eldon township was at one time graded as the best on the Montreal market.

When we turn to the figures for the modern period of agricultural history, we find the countryside given over exclusively to farming. The improved acreage including pasturage was 250 000 acres in 1882. By 1920 this had increased by only 93 000 acres. Modern farming was thus already definitely established in the former year.

The figures as given do not, however, show a steady unbroken development in every line. Some crops once highly favored are now neglected and others unknown forty years ago are now looked upon as essential. It will be not uninstructive, therefore, to take the products item by item as they appear in the statistical table, and consider the influences at work behind the scenes; for every marked change in the production of any major crop has some definite explanation. Most of these alterations in farm products are due to the increased complexity of modern farming, to the discovery that certain crops are not suited to this county, and to the loss of certain markets.

Fall wheat, the first cereal listed, has maintained its position fairly well. The drop of nearly 50 per cent in 1896 is due to the starvation prices then current. In 1882 fall wheat had sold for $1.01 the bushel; by 1894 it had dropped to fifty-five cents. A later recovery in prices has brought the output back nearer to old levels. Fall wheat is however only a semi-minor crop.

Time has proved that spring wheat is not a paying crop in Ontario, and last year's yield was less than one-fifth of the crop of 1882. It is probable that the next generation of farmers will discard it entirely.

Barley was formerly grown for malting and shipped extensively to breweries in the United States. An embargo against Canadian barley caused the first falling off. The diminished crop of today is used largely for fodder.

Rye flourishes on a sandy loam, and as most of South Victoria is a heavy clay little is ever sown.

Mixed grains constitute a new and popular crop unknown in earlier times. It has been demonstrated by Professor C. A. Zavitz of the Ontario Agricultural College, Guelph, that barley and oats sown together give a better yield than when sown separately. The barley is a surface feeder and matures early; the oats strike deeper and ripen more slowly; and the two cereals seem to co-operate after a fashion. The resulting mixture makes an ideal chop for all purposes.

Another new crop is fodder corn. Corn for husking has dwindled down to a mere minimum necessary for seed purposes, but the growing use of silos for fodder storage has almost revolutionized the dietary of farm stock. The change since the eighties, when ensilage was unknown, has been phenomenal.

Hay and clover show a steady, normal development. The crop has increased by more than one half in the last twenty-five years. Alfalfa and sweet clover are popular with a few individual farmers but have met with no widespread adoption.

The vagaries of wartime markets brought about a mild interest in flax. The permanence of this crop is problematical.

Buckwheat has been planted more and more in recent years. The output in 1926 was more than twenty times that of 1882. The explanation lies in the increasing shortage of farm labor. Buckwheat is not a particularly satisfactory crop, but it can be sown late on the spring program and is therefore adopted then by farmers who find that the lack of help has made a full planting of earlier products an utter impossibility.

Peas have now only a shadow of their former importance. A country wide plague of weevils began the slump in peas, but this pest has now been unknown in Victoria County for more than a dozen years. The real reason for present unpopularity is the precarious success which attends this crop. A hot, dry spell during the blossom season seems to cook the immature ovaries and ruin all hope of development.

For beans, potatoes, and roots the soil throughout most of the county is much too heavy. Sections of North Emily (near King's

Wharf), and parts of West Fenelon and East Eldon are sandy enough to make these crops ideal. Some farmers in the Moynes' Settlement area in Fenelon have realized this fact but elsewhere in these tracts of lighter soil little attempt has been made to develop the crops that best suit the land.

In the case of roots, the obduracy of our Victoria County clay is not the only factor in reducing output. The scarcity of farm labor and the consequent difficulty of giving these crops proper cultivation have also contributed to their decline. Moreover, in stock administration, corn ensilage is steadily taking the place of turnips and mangels.

Two or three farmers have begun to plant sugar beets. The harvest is smaller to the acre than in the case of turnips but the food value is greater, since the sugar beet contains from fifteen to sixteen per cent. of sugar.

A small but illustrious crop, for which no exact figures can be secured, is alsike clover seed. Ontario produces the bulk of the world's alsike seed supply, and of this total approximately one-fifteenth comes from Victoria County. Further, the Dominion Seed Commissioner, Mr. G. H. Clark, of Ottawa, has stated that the Victoria County seed is the best in the world. This is surely a record in which our farmers may feel legitimate pride. The alsike clover of the county is grown almost exclusively in Mariposa and Ops, though Fenelon township is beginning to take an interest in the crop.

Rise of Dairying.

Far more important than minor changes in crops, and to a certain extent shaping the choice of crops, has been the development of dairying. This is indeed one of the outstanding features of Victoria's second half-century. The pioneers, who were practically all Irish, English or Scotch, brought with them no ancestral love for fine cattle. In early times they kept all the stock that their little clearings would maintain, though even this often means a very limited collection. As the forests slowly retreated, the herds grew in number and extensive mixed farming became a reality. In some of the older parts of Ontario a period in which wheat-growing predominated intervened between the pioneer period and the modern mixed farming period. Such was the case in York county, which in 1850 produced over two million bushels of wheat. In Victoria, pioneering was much delayed and dairying followed close after the era of lumbering.

From 1870 to 1900 the co-operative cheese factory was the focus of dairy enterprise. Since that time the creamery has gradually displaced the cheese factory.

The co-operative companies were easily organised. Half a dozen or more farmers in a locality drew up an agreement in accordance with a special Act passed for the purpose and registered this agreement at the county registry office. Sufficient money was subscribed to build a factory and equip it. A committee of management was appointed. Fifty or more farmers agreed to send their milk daily to the factory, where it was made into cheese by an expert. Careful record was kept of the milk supplied by each patron and also of its quality in value for cheese. The products were sold and the surplus after deducting the cost of making and selling, was divided among the patrons according to the amount of milk that each had sent. In Victoria County in 1897 there were 1047 patrons of cheese factories. Their contribution of milk was about fifteen million pounds and their net returns $36 884

In 1870 there were no cheese factories in the county. In 1888 there were sixteen, as follows —

Name Secretary and Address
Palestine—Samuel Truman, Kirkfield
Lorneville—James McAlpine, Lorneville
Maple Leaf—John Read, Downeyville
Omemee—H Stephenson, Omemee
Cambray—E G Lytle, Cambray
Cameron—Manley Maybee, Cameron
Little Britain—O J E Yearsley, Little Britain.
Mariposa—David Rogers, Linden Valley
Valentia—Joseph Mark, Valentia.
North Ops—John Jackson, Lindsay
Reaboro—Joseph Brown, Reaboro
Bobcaygeon—Geo W Taylor, Bobcaygeon
Dunsford—John McDonell, Dunsford
North Verulam—Emerson Tiers, Fairbairn
Red Rock—Wm Fast, Red Rock
Star—Morgan Johns, Bobcaygeon

However, the perfected invention of the cream separator brought about the abdication of the cheese factory in favor of the creamery. It was a long step forward when the cream could be automatically drawn off for shipping to the creamery and the skim milk saved at home for the pigs and the calves. In 1888 no creameries had yet been registered anywhere in the county; today the following butter manufactories are in operation —

Name Secretary and Address
Omemee—L A Southworth, Omemee
Victoria—Lindsay Creamery Co, Lindsay
Kinmount—J A Austin & Son, Kinmount
Fenelon Falls—R A McIntosh, Fenelon Falls
Coboconk—J A Hum, Coboconk
Elden—Newman Bros, Lorneville Jct

There are also seven cheese factories still surviving from the hey day of the nineties. They are the following —

Name Secretary and Address
East Emily—John Collins, Ennismore
Reaboro—Mrs Wm Nevin, Reaboro.
Star,—John Robertson R R No 1 Dunsford
Dunsford—J E Kennedy, Dunsford
Red Rock—G W Taylor, Bobcaygeon

Victoria—Yankee & Lobban, R. R. No. 2, Fenelon Falls.
Bobcaygeon—G. W. Taylor, Bobcaygeon.

Figures of Prosperity.

The farming community has had a long, hard struggle, even down to quite recent times, to establish prosperity in the face of inadequate remuneration. Within the last few years, however, market prices have been more commensurate with the farmers' expenditure of toil and money. In 1897 the gross value of the year's crop was $1,991,351, and the capital investment $16,270,748. The net result of the year was probably a loss. In 1919, however, the gross crop value was $7,182,660 on a capitalization of $31,073,425. In 1897 chattel mortgages for the county had totalled $678,587. By 1919 these mortgages had shrunk to a mere $37,400, and the shadow of debt was nearly gone.

The value of Victoria County's farm property, as estimated for 1919 by the Ontario Department of Agriculture, was made up as follows:—Land, $15,729,997; buildings, $6,656,648; implements, $2,291,074; live stock on hand, $6,395,706; total, $31,073,425. The valuation of the farms of some of the counties near by was as follows:—Haliburton, $2,652,252; Peterborough, $26,677,241; Durham, $30,424,692; Northumberland, $34,123,103; Ontario, $46,035,17

Factors in Agricultural Development.

The chief factors contributing to the changed aspect of modern agriculture have been four in number, viz. (1) the evolution and use of complex machinery, (2) the improvement in means of transportation, (3) the adoption of the findings of scientific investigation, and (4) the rise of new forms of agricultural co-operation.

The Development of Machinery.

The development of farm machinery has been amazing in its rapidity and extent. Oxen dragged the pioneer's tree crotch plow among the stumps, barely scratching the surface of the forest loam. Thence we find a steady advance to the modern steel plow, with its removable and adjustable colter and mould board, and now, on many farms in the county, gang plows dragged by gasoline tractors steadily turn up several furrows at a time. Then we have improvements in harrows for pulverizing the soil, in drills for sowing the seed, and in cultivators for replacing the old fashioned hoe. The earliest settlers harvested their grain with sickles after the fashion of four thousand years before. Then came the scythe and cradle, then the reaper and the mower, and finally that wonderful machine, the self binder. Pioneer threshing was accomplished by flailing the grain with two sticks fastened together with a strap or by having horses or oxen trample it out. Now an elaborate threshing machine run by steam or gasoline power separates the kernels from the chaff and straw with speed and thoroughness once deemed impossible. The principle of the silo which is as ancient as Old Testament times has been revived and improved upon. Instead of being a mere corn pit in the ground it is now commonly an imposing stand-pipe of wood or cement, filled with chopped up fodder from a corn cutting machine. Under this system a greater number of cattle can be supported on a farm of a given size. The preparation of dairy products has likewise received great assistance from inventive genius. In early times cream was skimmed from standing milk, hung up in a bag and pounded or swung around. Sometimes a primitive form of barrel churn was used. Then came the dash churn and then the application of dog power, horse power and steam power, the introduction of the box churn, and the constant elaboration of machinery in one direction and another. Today the cows can be milked by machinery; machines separate the cream from the milk; and every process in butter or cheese manufacture down to the putting of the finished product on the market can be accomplished by mechanical means. Cold storage warehouses then step in to keep the finished product from spoiling before it can be disposed of for actual use. All these changes have come in not during a score of generations but within the memory of men now living. Familiarity all too often blinds us to the wonder of the achievement.

Improvement of Transportation.

Facilities for transportation are vitally connected with agricultural development. When precarious forest trails were the only means of travel, the export of farm products was almost unknown. A few sacks of wheat might be taken to some backwoods mill for gristing but the farmer never ventured farther. As a result, the farm was almost self-sufficient and supplied its own needs with amazing ingenuity. The building of railroads, which began in 1857, and the construction of passable roads have both wrought great changes. The farmer now produces only those things which the farm grows best, and is able to market the great surplus which exceeds his immediate needs. He now buys in town and village his clothes, his furniture, his tools, his farm implements and machinery, the lumber for his house and barn, the dishes for his table and the blankets for his bed. Certain irresponsible orators sometimes state nowadays that the farm is self-supporting and self-sufficient and that farmers could, to attain economic ends, sever all connection with a recalcitrant urban population and live in splendid isolation. Only a disordered imagination could conceive of such a ghastly undertaking, by which Canadian farmers would deliberately murder, through starvation, hundreds of thousands of women and children of their own flesh and blood. Further, its fundamental assumption, that the modern farmer is economically independent, is utterly false. Strip from him all that his commercial, professional and industrial fellow-citizens have given him and he would be in far worse case than his pioneer grandparents, for he would have all of their needs and would lack the means and ability to fill them. Modern means of transportation have made us a nation of interdependent people—many members, with many functions, yet one body; and if one member suffer, all suffer with it.

Agriculture Benefits From Science.

Scientific investigation has been little less important than improved transportation in its effects. Agriculture was long an art but is now rapidly becoming a science. Botanists produce and test new and better varieties of plants (such as the O. A. C. No. 72 oats, No. 21 barley, and No. 104 winter wheat) and study the control of rusts, rots, moulds, mildews, and other parasitic forms of plant life. Entomologists have saved hundreds of millions of dollars to this continent in the last half century by their intelligent fight against insect pests. Chemists, commencing with Sir Humphrey Davy and Liebig, have analysed the soil and laid down the chemical prerequisites of successful agriculture. In 1874 the Ontario Government established an Agricultural College and Experimental Farm at Guelph. Since then many hundreds of enterprising young men have studied there and have returned to uplift the standards of farm efficiency in the community of their upbringing. For many years Victoria County, like all other counties in Southern Ontario, has had an Agricultural Representative stationed in it to study local problems and to give expert advice. Many farmers, however, still fail to realize the urgency of the rules laid down by scientific agriculture and have yet to put their farms on an efficient basis. Two of the most important points on which stress can be laid today are (1) the adaptation of crops to soil and (2) the maintenance of soil fertility by an intelligent rotation of crops definitely planned out and by the generous use of fertilizers. The former question has already been touched on in the discussion of recent crops. The urgent need of consideration for the latter principle will be evident from the following table showing the yield per acre of certain crops in Victoria County (a) in 1882, (b) for the period 1882-1895, and (c) for the average of the two years 1919 and 1920:—

Product, bushels per acre	1882	1882-1895	1919-20
Corn, in ear	70	47.5	35
Beans	18	15.8	18
Mangels	808	488	488
Turnips	458	387	288
Peas	20	20.1	18.8
Potatoes	128	123	118.8
Rye	18	16.1	15.1
Oats	38	33.1	31.7

When all due allowance is made for the vagaries of seasons it remains overwhelmingly evident that many farms in this County are being mined, not farmed, and that the fertility of the land is being steadily depleted without any thought of the future.

Another tenet of scientific agriculture is the establishment of thoroughbred strains of stock. Three organizations in this county, the

Hereford Association, the Holstein Association and the Victoria County Pure Bred Stock Association are seeking to promote the establishment of thoroughbred flocks and herds, but are meeting with considerable hostility from those who have muddled notions of economy or who are jealous of their own personal right to keep mongrel stock.

The first deliberate attempt to develop thoroughbred stock in Victoria was made in 18[illegible] by the late Mossom M. Boyd, of Bobcaygeon. His aim was to establish a cattle-breeding station by which ultimately to revolutionize the herds of the district. With this end in view he visited the principal stock farms of Ontario and bought several pedigreed Herefords and Durhams. In 1881 he began to assemble his famous herd of Aberdeen-Angus cattle. Among his most successful animals were the cows Elaine of Aberlour (8203) and Wanton (4610) and the bulls Chivalry (1765) and King of Trumps (2805). King of Trumps was many times first in Ontario at the Provincial Exhibitions. He was killed on May 2[illegible], 1887, by a fall in the course of a battle with Chivalry on board the barge Paloma, on Pigeon Lake.

In 1881 also the late John Campbell of North Mariposa began to build up a flock of thoroughbred Shropshire Sheep. His ewes "Nancy" and "Topsy," his ram "Gold Medal," and many other animals, won countless prizes, sweeping their class even in international expositions. In 1884 Mr. Campbell also won the gold medal then awarded annually for the best cultivated and administered farm in Ontario.

The late George Laidlaw of the "Fort Ranch," Balsam Lake, was a pioneer in the establishment of ranching on a large scale in the waste places of North Victoria.

It is well to remember that to a Victoria County man, the late Mossom M. Boyd, of Bobcaygeon, belongs the sole credit for the creation of a new animal, the "cattalo." Mr. Boyd first secured ordinary hybrids by crossing buffaloes with domestic cattle. He then mated the hybrids among themselves and produced a new stable type which he termed the "cattalo." The aim was to secure animals of a good beef type which would also have sufficient ruggedness and rustling qualities to winter in regions such as the northern part of the prairie provinces where the need of winter shelters and of large quantities of stored feed makes the breeding of ordinary cattle impracticable. The cattalo fulfils these requirements splendidly. Its hide is almost as warm and thick as that of the buffalo. It is hardy and not susceptible to disease. In winter it grazes through the snow. It needs no winter shelter. It faces storms and does not drift with the storm as do ordinary cattle. On Mr. Boyd's death in 1915 the Dominion Department of Agriculture purchased from his estate twenty head of hybrids and cattaloes and placed them first on the experimental farm at Scott, Saskatchewan, and later on at Wainwright. Time is only vindicating the skilful enterprise of their Victoria County creator.

Among the many Victoria County farmers who are today maintaining thoroughbred stock may be mentioned the following: G. C. Channon, Oakwood, Aberdeen Angus cattle; James Callaghan, Resbern, Holstein cattle; W. J. McNevin, Ops, Ayrshire cattle; A. Jamieson, Woodville, Shorthorn cattle and Shropshire sheep; J. R. Kelsey, Woodville, Shropshire sheep; John Cullis, Oakwood, Leicester sheep; A. E. Whetter, Oakwood, Clydesdale horses; J. Currie, Woodville, Yorkshire swine.

New Forms of Co-operation.

The fourth, and last, major factor in shaping agricultural development, has been the growth of new forms of co-operation in rural society. In pioneer times a whole neighborhood would gather in "bees" to co-operate in logging, clearing, barn-raising, road-making, corn husking, or even pig-killing. The women, too, had their bees for carpet making or quilting. Today the farmer does his own work and limits his operations to his own farm and his own help. The only exceptions are at barn-raisings and when neighbors gather to help the thresher, who goes from farm to farm with his machine and portable engine. But co-operation now finds expression along broader and less intimate lines, in organizations for collective buying and selling and for mutual emulation and increased efficiency. We have already referred to the co-operative cheese factory and creamery companies. A still more recent organization is the Victoria County Co-operative Company, Ltd., which aims at the co-operative sale of seeds, grains and other farm products.

The Rise of Agricultural Societies.

Less immediately remunerative than these commercial ventures but even more potent in the improvement of rural life have been the agricultural societies, with their annual fairs where comparison of products stimulates a desire for better crops and better stock.

It is not definitely known how early agricultural societies and associations appeared in South Victoria. All local records were lost in the Lindsay fire of July, 1861, but it seems probable that some organization had been effected even before that time, for on October 16, 1861, a full fledged Victoria County Agricultural Society held a fair at Oakwood. A fortnight later a plowing match was conducted on the farm of John Gibbs, in Ops. Michael Thorndyke won the first prize of six dollars.

On January 15, 1862, the following officers were elected for the year:—President, John Gibbs; first vice-president, W. Mederill; second vice-president, W. L. Russell; treasurer, J. H. Hopkins; secretary, S. C. Wood; directors, William Cottingham, Arthur McQuade, Patrick McHugh, William Thorn, J. O'Leary, William Bateman, W. Banks.

The annual gatherings of this early society were subject to many vicissitudes. Sectional interests tended towards the establishment of township societies and the decline of the larger organization.

The other societies which have arisen from time to time and held fairs with more or less of success have been the following:—(1) The Mariposa Society, meeting at Oakwood—the oldest and most successful of the township societies. (2) The Emily Society meeting at Omemee. (3) The Verulam Society meeting at Bobcaygeon. (4) The Ops Society meeting at Lindsay. (5) The Fenelon Society meeting at Fenelon Falls. (6) The Eldon Society meeting at Woodville. (7) The Bexley and Carden Society meeting at Victoria Road. (8) The Somerville Society meeting at Coboconk. (9) The Laxton and Digby Society meeting at Norland. (10) The Galway (Peterborough County) Society meeting at Kinmount. (11) The North Victoria Society meeting first at Glenarm and later at Victoria Road, and (12) The South Victoria Society meeting at Lindsay. Only seven of these societies, viz., numbers 1, 2, 3, 5, 8, 10 and 12, still survive.

Auxiliary to the agricultural societies proper there have been the Victoria Ploughman's Association, the Lindsay Horticultural Society, and the Lindsay Poultry and Pet Stock Association. The Victoria Ploughman's Association, which is now unfortunately defunct, was formed in October 1885 for the purpose of holding annual ploughing matches. The first executive comprised the following:—President, M. W. Berkeley, Cambray; 1st vice, Donald Grant, North Mariposa; 2nd vice, Nelson Heslip, Bexley; secretary, H. Cameron, Woodville; treasurer, James Stuart, Woodville. A match was held October 22, 1885, on the farm of E. R. Irish, Woodville, and John Campbell of North Mariposa won first prize. The Horticultural Society dates from about 1878 and the Poultry Association from comparatively recent times.

History of the Lindsay Central Exhibition.

During the past forty years the township societies have tended to become subordinate to the South Victoria Society and the "Lindsay Central Exhibition," to grow at the expense of the outlying fairs. This tendency began in 1875. In that year the four "Midland Counties" (Peterborough, Victoria, Durham and Northumberland), agreed to co-operate in the staging of a "Midland Central Exhibition," to be held in turn in Peterborough, in Port Hope, in Lindsay and in Cobourg. A joint directorate was elected from the representatives of the agricultural societies of the four counties. Conferences were usually held in Millbrook, which was judged neutral ground and a conveniently central rendezvous.

The first Central Exhibition was held in Peterborough in October 1875, the second in Port Hope in 1876, and the third in Lindsay on October 2 and 3, 1877. The executive in 1877 comprised the following:—President, John Connolly, Ops; vice-president, George Cockburn, Baltimore; treasurer, Col. Deacon, Lindsay; secretary, J. H. Knight, Lindsay. The late James Keith was at that time Secretary-Treasurer of the South Victoria Agricultural Society and contributed not a little to the success of the Central Exhibition.

The purchase of suitable grounds had been the first consideration and had been undertaken by the South Victoria Society. Previous to that fairs had been held on the block just south of Victoria Park. This block is now partially occupied by the Sylvester buildings but then lay vacant. A site was next purchased along that part of George Street lying between Albert and Hamilton Streets. This lot, which lies southwest of the present round-house, was found to be too boggy and was sold to the Whitby, Port Perry and Lindsay Railway Company for $1300. The South Victoria directors then bought a tract of eight and a half acres, lying west of Adelaide Street North, the present location, from John Knowlson for $2580. This land was then an uneven cow pasture dotted with stumps. It was at once levelled, improved and fenced in. Eighty cattle stalls were built along the north side of the grounds and eighty horse stalls along the south side. The west end was occupied by sheep pens and swine sties. In the east centre of the grounds was the main building and west of this an oval race-track of one fifth of a mile. The judge's stand was in the centre and a band stand west of that again. The hennery stood to the north of the main building.

The Exhibition of 1877 was a great success. The first day was wet and discouraging but the second was fine and over 25,000 visitors came in from outside points during the single day. The entries totalled 2868 and the gate receipts $2904.

The South Victoria Society was now for some time in financial difficulties. Its outlay for land had been $2500 and for buildings $5788. Towards this cost Lindsay had contributed $608, the county council $788, the province $700, and sundry townships $475. The balance had to be sought for otherwise and it was some time before all debt was cleared away.

The Central Exhibition was held in Cobourg in 1878, in Peterborough in 1879, in Port Hope in 1880, in Lindsay again in 1881 and in Cobourg in 1882. It was to have been held in Peterborough in 1883, but the Peterborough County societies refused to co-operate any longer in the Midland Central system. The South Victoria Society then undertook with considerable enterprise to stage a "Lindsay Central Exhibition" under its own auspices. This Exhibition was held on October 3, 4 and 5, 1883. Though not as pretentious as the four-county fairs of 1877 and 1881, it nevertheless brought in over 3030 entries and a great crowd of visitors, for it inherited in some measure the prestige of the abandoned Midland Central gatherings. The Lindsay Central Exhibition has been held annually by the South Victoria Society ever since 1883 and has met with ever-increasing success.

Additions of land and buildings have been made from time to time. In 1884 two and a half acres were secured from the Workman Estate and in 1904 a tract to the north of the earlier lot was bought for $1500. In 1884 the track was extended to the half mile and a fence, long since demolished, built around the entire course. A roofless grand stand, twenty feet by two hundred, was erected for Dominion Day 1888 and a roof added in 1893. The present poultry building was put up in 1895, the cow stable in 1912 and the horse stable in 1916.

Today the society enjoys unparalleled prosperity. In 1921 a four-day exhibition was held and a total attendance of over 45,000 was registered.

The Grangers and the U. F. O.

Still more important than the agricultural societies in its scope was the Grange or Order of the Patrons of Husbandry, which flourished in the seventies and eighties. This was a farmers' secret society, first organized in the United States in 1867 and taken up by rural Canada in 1872. The first Dominion Grange was inaugurated on June 2, 1874, with S. W. Hill as Worthy Master. In Victoria county, local lodges first appeared in 1876. Mariposa Grange No. 380, headed by John Cruess, was perhaps the strongest lodge in the county. At a Grange picnic held June 11, 1880, in Tyrrell's Grove, Cambray Station, over 3000 persons were present.

The organization was strictly non political and merely sought by co-operation to increase agricultural prosperity. Its ultimate failure had the following causes:—(1) The overwhelming failure through mismanagement alone of three co-operative enterprises—a fire insurance company, a trust company and a wholesale supply company. (2) An innate spirit of aloofness among farmers. (3) Internal dissensions. (4) Reckless financial administration. (5) The counter-attractions of the Farmers' Institutes which were organized and encouraged by the government.

In 1890 a new and very different farmers' organization, "The Patrons of Industry," launched out into active politics as a separate party, opposing the "National Policy." Failure in the elections of 1895 wrecked and dispersed the Order.

In 1914 the Grange emerged in a new incarnation as the United Farmers of Ontario. Under this great class union there are twenty-eight farmers' clubs in Victoria County. These branches form a county organization of which Jasper Foreman, of Kirkfield, is president and M. J. Hogan, of Lindsay is secretary. The U F O aims at the widest possible co-operation among the farmers of Ontario in order to better their social and economic conditions. Its chief activities are commercial, political, and educational.

The commercial executive, known as the United Farmers Co-operative Company, is centred in Toronto and has carried on a large business in co-operative buying and selling. Branch retail stores have been set up throughout the towns and villages of Ontario, but the chief success of the company has been in the wholesale marketing of live stock. The retail branch store cannot undersell the independent merchant unless separate wholesale houses and factories for all lines carried are owned and operated by the U F O, and when the farmer becomes a manufacturer he ceases to be a farmer and is likely to meet with disaster as did the Grangers a generation ago. But the wholesale marketing of farm products is both commendable and profitable. The combined business of the Victoria County clubs amounted last year to over a million dollars.

The clubs are also foci for the social activities of their districts and centres of instruction in agricultural science and general knowledge. Similar educational work was carried on a generation ago by the West Victoria Farmers' Institute, which was organized December 9, 1885, with J. W. Reid, of Ops, as President, and James Keith, of Lindsay, as Secretary. It is in the educational and social activity of the individual clubs that the greatest promise lies for permanent strength for the U.F.O. movement.

The political strength of the U.F.O. in this county was manifested in October, 1919, when both of the Farmers' candidates, Mr. F. G. Sandy of Omemee for South Victoria and the Rev. Edgar Watson of Fenelon Falls for North Victoria, were elected to the Provincial Legislature. As a result of that election the U.F.O. representatives for Ontario became the largest party in the House, although the actual number of votes cast for them were fewer than those for either Liberals or Conservatives. As representation by population would reduce them to an impotent minority and as the government is pledged to such electoral redistribution, those U.F.O. leaders who have any political acumen are urging a broadening out of the party so as to welcome under its banners all urban citizens of congenial ideals. This would not, of course, interfere with the unity of the U.F.O. in its financial and educational activities.

The women of the farm have long been organized in Women's Institutes, which have aimed, by the study of domestic science and in other ways, to improve and beautify the farm home. Many of these Institutes are now, for better or worse, merging their identity in a new companion organization in the U.F.O., viz., the United Farm Women of Ontario.

Thus by the development of machinery, of roads and railroads, of scientific study, and of widespread co-operation, a new and vastly different countryside has taken the place of the Victoria County of seventy years ago.

Chapter IV.

The Northern Townships.

The seven townships, Somerville, Laxton, Carden, Digby, Dalton and Longford, which lie to the north of the Kawartha water system, may be conveniently referred to as "North Victoria." Like the six southern townships, they constitute a geographical unity, but their past development and future problems are in marked contrast to those of South Victoria. What these peculiar characteristics of North Victoria are may best be ascertained by sketching briefly the histories of the individual townships and then drawing broad conclusions from our survey.

(A.) The Beginnings of Bexley.

The township of Bexley is named after the Right Honorable Nicholas Vansittart, Baron Bexley (1766-1851), who was Chancellor of the Exchequer (and thus a colleague of Eldon) during the Liverpool administration.

Bexley is small in area and very irregular in outline. To the west and north it is bounded by straight survey lines separating it from Eldon, Carden and Laxton, but on the east and south it is delimited by the Gull River and by Balsam Lake, whose deep bays carve up its borders fantastically. The most salient feature of Balsam Lake is Indian Point, a long blunt tongue of land, a mile in width, which is marked out by Northwest Bay and the Gull River estuary. Just southeast of this point are several small islands of which Ghost Island, fifteen acres in extent, is the most important. This long, narrow, forest-clad island is shrouded in legend. It has two Indian mound graves of unknown antiquity. Tradition has also endowed it with buried treasure. According to pioneer lore, certain Jesuit priests had been stationed among the Indians in this part of Ontario and farther west prior to the British conquest of Canada in 1759. When the armies from the south began to close in on Canada, these priests gathered all their church plate together and prepared to paddle with it to Quebec. However, in passing through Balsam Lake they buried it for some reason on Ghost Island. The tale is apocryphal and hard to verify, but was given such local credence that several large excavations and dozens of smaller ones were to be found fifty years ago where optimists had been digging for the legendary treasure. The continual interference of Jesuitical ghosts (whence the name of the island) was supposed to have thwarted all efforts to locate the buried silver.

Let us return, however, from legend to physiography. Two small

streams, Perch Creek and Talbot Creek, enter Bexley from the north and unite before passing out across the western boundary. Raven Lake is a small expansion of Talbot Creek about two miles above its junction with Perch Creek.

The township is still within the limestone region but not far from the frontier of the granite country. The land surface has been severely glaciated and the rocks are usually either exposed or covered with a layer of soil so thin that a forest fire destroys it. Even where the soil is deep, as in occasional pockets of drift, huge boulders are scattered throughout it.

The government survey was made in the early thirties. All land adjoining Balsam Lake and the Gull River was divided into lots with a narrow frontage on the water and a depth of about two miles. The area to the north and west behind these front ranges was divided into eight orthodox concessions numbered from west to east and a varying number of 200-acre lots numbered from south to north.

The western boundary of the township was a colonization highway known as the "Victoria Road," built about 1863 and running from Goose Lake on the Mariposa boundary north to join the Peterson Road in the peak of Longford township. The Portage Road, which followed the line of the old Indian trail from Lake Simcoe to Balsam Lake, ran out its last four miles in Bexley. Here, as in Eldon, the land adjacent to the road was divided into deep, narrow lots. From the Balsam Lake terminus of the Portage Road, the "Lake Shore Road" runs up along Northwest Bay to Coboconk. This is a forced road. The regular road allowance lay at the rear of the thirty-eight deep lots along the bay; the settlers had their homes near the waterfront, and to have put through the road as surveyed would have meant the maintaining of thirty-eight private lanes, each two miles in length. Accordingly all agreed to cut through this Lake Shore Road from lot to lot. Still another prominent highway is the Cameron Road, which follows a winding course west of the Mud Turtle lakes from Coboconk to Norland.

An Admiral and Others.

The first settler in Bexley was Admiral Vansittart, a cousin of Baron Bexley, who came to Canada in 1834 and was given a grant of one thousand acres on the shore of West Bay, Balsam Lake. He came in with ox wagons over the old Indian trail from Lake Simcoe and often had to stop and chop out trees and logs from the path. His new property at the head of the portage had had an earlier history. Indian villages had flourished here in the sixteenth century. Champlain had traversed the spot in September of the year 1615. Jesuits, coureurs de bois, Hurons, Iroquois and Missisaugas all passed and repassed up to 1760; then came English fur traders, and towards the end of the eighteenth century a trading post comprising three main buildings was established near the shore. The stone chimneys of this post were still in existence in 1871, but were demolished not long after.

The old admiral was not without character. Even in his wilder-

ness home he insisted on dressing for formal dinner every evening and was never without his champagne. He was twice married. His second wife was a Miss Stephenson, the daughter of one of his own servants and to her he left the entire Balsam Lake estate. In later times about 1871 the property passed into the hands of the late George Laidlaw, "the Laird of Bexley" who named it "The Fort Ranch." The name does not refer to any fort on the premises but to the customary question of a frequent guest, the late Hon. Rupert Wells, who as the times were hard and money tight, would ask his host on each visit if he were still "holding the fort." One of his sons, Colonel George E. Laidlaw, now occupies the estate.

At the time of the government survey Indian Point was set aside as a reserve for a mixed band of Mississaga and Ojibway Indians who were then in occupation. In 1828 Samuel Cottingham of Omemee received a government contract to build twelve houses here for those of the Indians who were Christians. Their pagan kinsfolk lived in wigwams on the islands near by. In 1847 the Indians put in a claim to the government for all islands, points and broken points of land, but met with no success. At last about 1860, a Peterborough lumberman named Denniston secured control of the forest on Indian Point and along the north shore of the lake and the Indians moved away, the Ojibways to the Rama reserve north of Orillia and the Mississagas to Scugog Island. After all timber had been removed from the point, small narrow lots were platted running from a central road survey to the water on each side. This road was never opened, only a winding lumber trail wandered up the point towards Coboconk.

As a result of these lumbering operations a number of French-Canadian lumber-jacks, the Bradimores, Grozelles, Breauws, Demoes, and Angiers settled in a body north of Balsam Lake near the Laxton boundary. Old Joe Demoe had been foreman of the square timber raft gangs who went in the old days from Bexley to Quebec with their rafts.

In the southwest corner of Bexley along the last four miles of the Portage Road, the old Indian trail, the earliest settlers were the Kings, Lyttles, Ballams, Herons and Drakes all from the north of Ireland. Most of the pioneers along the west shore of Northwest Bay were Highland Scotch whose only tongue was Gaelic. Amongst these were the families of Bell, Brown, Cameron, Gillespie, Graham, Macdonald, McFadyen, McLeod, McInnis, McMullen and Murchison. Several Irish Canadian Protestants, Joseph and George Staples, Henry Southern, and Henry, George and William Peel came from Cavan township, Durham county, in 1864-5, and settled in the north and northwest of Bexley. This area is still known as "The Peel Settlement." There are a few Irish Catholics near the Carden boundary.

While the earliest pioneering was largely done by Scotch and Irish, the predominant element in later immigration, especially in the villages, has been English. The census figures for 1911 are illustrative of this point:—English, 337; Irish, 257; Scotch, 117; Dutch and German, 54; French, 42. The chief church affiliations are as follows:—

Methodists 317 Anglicans 195, Presbyterians 121 Roman Catholics 116

A Phantom Village

The first village in Bexley never became a village At the time of the government survey Block C on the west shore of West Bay where the Trent Canal now leaves Balsam Lake, was reserved as a town site The name "St Mary's" was given it on the official plans It turned out however that the surveyors had chosen a tract of flat rock with about two inches of soil No ditches or cellars could be dug and the site was abandoned It was long known as "the government reserve," but now forms part of the Laidlaw estate

Just adjacent to this tract but on the north side of the terminus of the Portage Road there was once a post office named Aros serving the Highland Scotch settlers along the Northwest Bay The office was in the right-hand front room of the old Vansittart log mansion The postmaster was a Charles McInnis, who had succeeded in having the little post office named after his Scottish birthplace The mail was brought in from Kirkfield once or twice a week This service was only discontinued in 1872, when the Toronto and Nipissing Railway was built and a post office was established at Victoria Road Station

Where the Sea Gulls Nested.

The village of Coboconk dates from 1851 when the first saw mill north of Cameron Lake was built here The name is a contraction of the Indian "Quash qua be-conk" meaning "where the gulls nest" It is interesting to note that the "Gull River" flows through the village and that its largest expansion twenty miles farther north, is known as "Gull Lake." The common herring gulls are still quite plentiful near this lake

Coboconk developed in an era of lumbering In the fifties, sixties and seventies enormous quantities of pine were taken out The prevailing occupation around Balsam Lake was the preparation of squared timber for the Quebec trade At first large square punts rowed with sweeps were used for "kedging" timber rafts across the lakes, later alligator tugs came into general use

Game fish were remarkably abundant. In the spring of 1880 over five thousand maskalonge were speared at Coboconk during the running season One man alone disposed of fifty on the 24th of May This wanton wholesale killing has left a much scantier harvest for the conscientious sportsman of today

Modern Coboconk is a village of about four hundred inhabitants It is the terminus of a railway division which was formerly the narrow-guage Toronto and Nipissing Railway completed in 1872

For many years Coboconk was known as "The University City," for an itinerant humorist named Thompson (otherwise Jimuel Briggs, D B) used to tell of a fictionary college which he himself had founded there The site of the "Jimuel Briggs University" was long a matter of dispute, but certain of the villagers came to identify the institution with an old shingle mill, which, so the story ran, small boys set on fire while Jimmel lay within, deep in an alcoholic nap.

A really serious fire visited Coboconk on May 16, 1877. The blaze began in the rear of Key's hotel and did not die out until half the village (all of the section on Main Street north of the bridge) lay in ashes.

At the present day Coboconk's chief industries are the Gull River Lumber Company, managed by James Peel, and the lime plants of the Canada Lime Company and the Toronto Brick Company. The village has also a grist mill, one hotel (The Jackson House), three churches, and five stores.

"The City of Peace."

Victoria Road is a village which has sprung up around a station established in 1872 by the T. and N. Railway at the point where it crossed the Victoria Colonization Road. It was long known as "The Road" and as "The City of Peace." The village is not incorporated, and as it lies partly in Eldon, partly in Carden, and partly in Bexley, each of these townships levies taxes on those villagers who live within its borders.

In 1879, seven years after founding, Victoria Road comprised the following business establishments:—The general stores of Staples and Shields and of H. Wilson, Alfred Taylor's grocery store, Beephy's grocery store, which included the post office, William Boden's smithy and wagon shop, G. L. Caillie's smithy, Fee's livery, Midgley's tin shop, and William Taylor's tailor shop. The chief industries were Thomas Thompson's three-storey grist mill, built in 1875 and containing three run of stones, and a sawmill owned by Dr. McTaggart. There were three hotels, the Commercial Hotel, run by Patrick Fox, the Victoria Hotel, run by a Mr. Wismer, and a temperance house managed by Mr. Shields. Two red brick churches housed Roman Catholic and Presbyterian congregations respectively. The former were under the care of Father Fitzpatrick and the latter led by the Rev. D. D. McLennan.

At the present day the population of Victoria Road is about two hundred. It has no outstanding industries, but serves the surrounding country with its general stores, bakery, butcher shop, hotel, doctor, undertaker and clergyman. Peat fuel has in times past been prepared commercially in bogs not far from the village.

"Hell's Half Acre."

Corson's Siding is a small railway village about six miles northeast of Victoria Road. At one time the Toronto distillers, Gooderham and Wort, owned a large timber limit adjacent to the Siding. This timber they shipped to Toronto as cordwood. A lake captain named Corson, after whom the village is named, was sent up to take charge of their interests. For the winter's cut of cordwood he would import a gang of lake sailors from Toronto. The latter would bring with them an abundance of whiskey and an auxiliary corps of prostitutes and the limits were so aflame with drunkenness and hot uncleanness that the Siding was known throughout the north country as "Hell's half acre." The timber was all cleared out by 1890; the scandalous visitors ceased to come, and the slashed limits were sold as ranch land. Gooderham and Worts had also operated lime kilns at Corson's Siding. These were carried on for a few years longer and were then sold.

Raven Lake is a railway station beside the body of water so named. Bexley is a rural post office on Lot 9, Concession III, serving the "Peel Settlement" area.

Bexley township has developed very slowly owing to the poverty of its soil. In 1871 its population was 489 and less than four square miles were under cultivation. In recent years ranching has begun to take the place of farming throughout much of the township.

(B.) Features of Somerville Township.

The naming of Somerville township has been referred to Sir W. Somerville, Chief Secretary for Ireland in 1846, and also, with more probable accuracy, to Julia Somerville, the wife of Sir Francis Bond Head.

On south, east, and north, Somerville is bounded by the rectangular limits of Fenelon township, Galway township (Peterborough county), and Lutterworth township (Haliburton county). On the west it terminates on the irregular shores of the Gull River, the Mud Turtle lakes, and Balsam Lake. The township is crossed by three river systems and their valleys:—The Gull River on the west, Corben Creek and its expansion into Four mile Lake, and Burnt River. The northeastern one-third and the northwest corner of Somerville are within the granite region. The remainder of the township is a drift-strewn limestone plateau separated from the granite area by an abrupt escarpment. This escarpment follows down the river valleys for some distance where they first enter the limestone country. The soils in the north on both limestone and granite are thin and sterile. They are deeper in the south but even there farming is precarious apart from the broad river valleys.

Somerville was surveyed in the thirties, about the same time as Bexley. As in that township the land bordering on Balsam Lake and the Gull River system was platted off into a range of deep, narrow lots fronting on the water. The rest of the township was divided into fourteen ordinary concessions, numbered from south to north. The Bobcaygeon Road, a colonization highway begun in 1857, passes up the eastern boundary on its long run north into Muskoka. The Monck Road, built east from Orillia in the early days, crosses Somerville along the 15th concession line.

A Second Generation of Pioneers.

The inhospitable aspect of the township repelled all settlement

for a time, but with the growth of lumbering and the clearing away of the forests in the early sixties, a number of permanent residents, chiefly farmer descendents of pioneers in the Lake Ontario counties began to drift in. Amongst these settlers occur the names of Badgerow, Butler, Cavanagh, Cookman, Crabbe, Ead, Earl, Fell, Hannah, Huel, Lyle, Mason, McKay, McMahen, Powers, Taggart, Watson, and Workman.

Somerville's Villages.

Kinmount is a village in the precipitous valley of the Burnt River in the northeast corner of the township. It exists because it was an eligible mill site at the junction of the Bobcaygeon and Monck roads. These advantages were later confirmed by the entry of the Victoria Railway in 1876. The first mill was built by John Hunter about 1861. For many years there were several mills along the river within two miles of the village. William Cluxton, Wilson and Stephenson, Mansfield and O'Leary, and W. Caldwell were among the millers prior to 1886.

Perhaps the most exciting incident in Kinmount's history was the disastrous fire which destroyed almost the whole village on the evening of Friday, September 26, 1890. While most of the villagers and many outsiders had gathered in the Baptist church to hear Joe Hess lecture on temperance, the fire broke out in William Dunbar's stable and was soon beyond control. An appeal for help was sent by telegraph to the Lindsay fire brigade, but though the men were rushed out in fifty minutes by the Grand Trunk Railway they were too late to save the village. Among the buildings lost by this conflagration were the following:—The Victoria Hotel, Wm. Dunbar, proprietor; James Watson and Son's general store; Swanton, Brandon and Company's general store; A. Hopkins' general store; Mrs. Jewell's dry goods store; Charles Wellstead's shoe store; Alex. Moore's jewellry store; Richard Brown's confectionery shop; Curry and Johnson's drug store; M. May's smithy; S. Henry's smithy and home; and the Orange Hall. The chief survivals from the fire were Bowie's brick hotel, Getchell's livery, Dundas, Sadler and Company's flour and feed depot, and Robert Bryan's sawmill.

At the present day Kinmount has a population of about three hundred. It has two sawmills, ten stores, two churches, two hotels and two smithies.

Burnt River is a village of fifty people on the railway about ten miles south of Kinmount. It has a stone quarry, two stores, and a smithy.

Rosedale is a summer resort on the Balsam River at its outlet from Balsam Lake. Its winter population is negligible but in summer an increasing number of cottagers rusticate here.

Fell's Station and Bury Green are parts of the old "Fell Settlement" established near the Fenelon boundary by John Fell and other Irish Protestants from Cavan township, Durham county. Drilling for petroleum is being carried on in this vicinity at the present time but the promoters apparently do not realize that most of the geological prerequisites for successful oil production are lacking. Baddow or Eady Settlement, which lies a few miles to the west across the Burnt River Valley, was first colonized by Joseph Eady of Scarborough, William Cookman of Cavan, William Mason of Otonabee and Isaac Watson of Whitby. A Baptist church was established here in 1865. Baddow has neither stores nor industries. Dongola is a former rural post office on the Monck Road northeast of Big Mud Turtle Lake.

Most of Somerville township is utterly unsuited for farming and areas eminently suitable for forest culture have been recklessly slashed and wastefully burnt over. A survey of the township in 1911 showed that 61.7 per cent of its area was covered by old burn, and that there was practically no forest anywhere containing sawlogs. Much of the waste land and slash land is fenced in as pasture, but reforestation would presently bring far greater remuneration in the end. A movement is on foot around Kinmount at the present time to arrange for a migration to the Great Clay Belt of New Ontario.

Even yet Somerville is the most populous of the northern townships. The census of 1911 accorded it a total of 1870, made up as follows:—English 344, Irish 669, Scotch 187, French 90, German and Dutch [illegible], all others 7. The strengths of the various churches were as follows:—Methodist 735, Anglican 595, Presbyterian 279, Roman Catholic 147, Baptist 142, all others 32.

(C.) Outline of Laxton Township.

Laxton township is the namesake of a village in Northampton, England.

It is a small municipality, only five miles from north to south and about nine from east to west. It is bounded by Bexley on the south, Carden on the west, Digby on the north, and the Gull River and Big Mud Turtle Lake on the east. Most of its area lies within the battered outposts of the limestone country but there is a broad invasion of granite towards the northeast. Its chief waters are Deer Lake in the south, Duck Lake in the southwest, and Head Lake on the Digby boundary.

The earliest settler in Laxton was a Frenchman, Augustine Anglers, who located on the west shore of Big Mud Turtle Lake in the early sixties. Other pioneer families were the Courtemanches, Corbetts, Foleys, Potters, Rossels, Ryans, and Staples.

Norland is Laxton's only village. It is situated at a fall in the Gull River about a mile above Big Mud Turtle Lake. The population does not exceed one hundred. The business roster includes a sawmill owned by S. Bryant, three general stores, and a smithy. At Elliott's Falls, a mile and a half further up the river, electricity is generated by the Hydro-Electric Power Commission.

Head Lake and Oak Hill are rural post offices. The former is on the south shore of Head Lake and the latter is three miles directly to

the south.

Laxton, Digby and Longford are united for municipal and census purposes. The census of 1911 gave the following returns for the combined townships:—(1) According to race: English 300, Irish 271, Scotch 79, all others 10. (2) According to church: Methodists 293, Presbyterians 126, Anglicans 114, Roman Catholics 95, Salvation Army 19, Baptists, 13. The majority of these people are in Laxton, for Digby's population is less than one hundred and Longford is uninhabited.

Official statistics show that 94,194 acres of non-agricultural land are available for reforestation in these three townships.

(D.) The Tamarack Plains of Carden.

Carden and Digby townships are named after two English captains whose heroic exertions were largely responsible for the successful embarkation of Sir John Moore's army at Corunna in the Peninsular War. Sir John Colborne, Lieutenant-Governor of Upper Canada from 1828 to 1836, had been one of the other officers there and it is supposed that the two townships were named at his suggestion.

Carden is a rectangular municipality, ten concessions from west to east and twenty-five lots from north to south. It touches Eldon on the south, Bexley and Laxton on the east, Dalton on the north and Mara in Ontario County on the west. It lies near the edge of the granite country and therefore has thin soil and frequent outcroppings of limestone. A large area in the centre of the township consists of tamarack and balsam plains, unbroken by any road or trail. The assessor in 1911 classified 38,259 acres as swamp, marsh, or waste land. Two shallow lakes, Upper Mud Lake and Lower Mud Lake, lie in the northwest corner of Carden.

The chief settlements have been in the northwest and southeast corners of the township. The Connors, Dexters, Gillespies, Mortaghs, Quigleys and Richmonds were among the earliest pioneers. Irish Roman Catholics are perhaps the dominant element in the population. The 1911 census gives the following racial classifications:—Irish 378, English 148, Scotch 99, German and Dutch 90, all others 19. The church adherents were as follows:—Roman Catholic, 292, Methodist, 254, Presbyterian 121, Anglican, 39, all others 7.

Rohallion in the south, Horncastle in the east, Carden in the north, and Dalrymple in the west have been rural post offices.

(E.) Lakes in the Digby Granite.

Digby is bounded by Laxton on the south, Lutterworth (in Haliburton County) on the east, Longford on the north and Dalton on the west. It is almost entirely in the granite region and is very rough and rugged. As is usual in the Laurentian rock country lakes are very numerous. There are eighteen lakes in Digby alone and forty in Digby and Longford as compared with nine in all South Victoria. The most important of the Digby lakes are Victoria in the northeast, Smudge in the centre, Fishog in the southeast and Head on the Laxton boundary.

The only arable land is in the southeast and southwest corners. The pioneers here were the Foleys, McFadyens, and Powers. The population today totals less than one hundred.

Digby has produced some of the finest pine in the county but was already stripped bare forty years ago.

(F.) The Huckleberry Plains of Dalton.

Dalton township is named after Dr. John Dalton (1766-1844), a famous English scientist, who did much to establish the Atomic theory of the constitution of matter.

Dalton's municipal neighbours are Carden on the south, Digby on the east, Ryde (in Muskoka District) on the north, and Rama (in Ontario County) on the west.

It is almost entirely made up of glaciated granite. Three streams, the Black River in the north, Cranberry River in the centre and Head River in the south, flow across it from east to west. At least two-thirds of the township consists of huckleberry plains. Its scanty apportionment of arable soil lies chiefly near the Head River and the southern boundary, though small streaks of farming land may be found along the valleys of the other rivers. The Gardiners, Montgomerys and Thompsons were amongst the earliest settlers.

Scotch and Irish Presbyterians dominate the present day population. The latest census figures are as follows:—Races: Irish, 184; English, 148; Scotch, 114. Denominations: Presbyterian, 225; Methodist, 183; Anglican, 22; Roman Catholic, 12.

Uphill is a village of half a hundred people near the south end of the Digby boundary. It was long made famous by its tavern keeper, John Calhoun of the North Star Hotel. Dartmoor in the south, Sadowa in the west, and Ragged Rapids in the northeast have been rural post offices. Sebright is a village of about fourscore inhabitants scattered on both sides of the Rama-Dalton boundary where the Monck Road crosses it between the first and second concessions of Dalton.

It has been estimated that Dalton has 25,000 acres of non-agricultural lands which are well adapted for reforestration.

One of the most picturesque figures in the municipal history of the township is Joseph Thompson, who was reeve for a quarter of a century. Thompson was a great hunter and many legends have been handed down concerning his prowess in the wilderness.

(G.) The Wilderness of Longford.

Longford township derives its name from a county in Leinster, Ireland.

It is the most northerly of all the townships in Victoria, being

adjacent to Oakley (in Muskoka) on the north, to Anson (in Haliburton) on the east, to Digby on the south, and to Ryde (in Muskoka) on the west.

The municipality is wholly within the granite area and is dotted with more than a score of small nameless lakes, which are all drained to the southwest by the Black River system.

Longford has no inhabitants. It was first bought in 1865 by the Canada Land and Emigration Company and later sold by that corporation to John Thompson of Longford Mills, north of Orillia. Thompson stripped the township of all timber, driving the logs down the Black River to his mills. At the present day most of Longford belongs to William Thompson of the Longford Lumber Company, Orillia.

Chapter V.

Economics of North Victoria

The block of territory formed by the seven northern townships is thus seen to be a rugged tract of glacial rock. The southern two-fifths is made up of Paleozoic limestones of the Black River series, pitilessly scraped and scoured by the Ice Age and even yet lacking more than a thin mantle of soil except in stream valleys. The remaining three-fifths of North Victoria lies within that vast granite region which is known as the "Laurentian peneplain," a low table-land of primeval rock on which streams have etched countless depressions and left innumerable rounded hills and ridges. On this area Dr. A. P. Coleman, the venerable Professor of Geology in the University of Toronto, has rendered the following verdict: — "The combination of kames (hills of sand, gravel and boulders) with pure sand deposits through which rise hills of the harder Archaean rocks, makes a region entirely unsuited for agriculture and useful only for forest growth. The result of glacial action north of the Paleozoic rocks has been the formation of poor soils deficient in lime and also in clayey constituents."

Not a Mining Country

The forms of activity in which the people of North Victoria have sought to engage are three: mining, farming and lumbering. It will be instructive to take these industries one at a time and consider their past and their prospective development.

Mining enterprises have always colored the dreams of the settlers, but the dreams have never endured in daylight. Laxton township once had its gold rush and the ruins of an abandoned mine may still be seen on the west shore of Big Mud Turtle Lake, not far from Norland. Mineral rod men and amateur assayers also vouched for gold on Lot 1, Concession XI, Somerville township, adjacent to the Bobcaygeon road and four miles south of Kinmount. Still another gold strike was reported from Lot 25, Concession XII, Dalton township, along the Black River, about six miles below Ragged Rapids. Silver, nickel, iron and copper were likewise objects of a faith which, among many back woodsmen, remains unshaken to this day.

For critical outsiders, however, all debate was permanently set at rest by a survey made in 1892 by the Federal Department of Mines. Iron pyrite was found in great abundance but there was not even a trace of gold. Silver and copper were also utterly lacking. Iron ore, occurring in granite veins, was traced in hundreds of places, especially in Digby and Dalton townships. The heaviest deposits were near Smudge Lake in Digby. In no case, however, were the findings sufficient to be of economic value. The presence of nickel in Somerville had already been recognized and the abundance of pyrrhotite, its customary concomitant in the great Sudbury deposits, had led to frequent comparisons of the two areas. A careful examination of Somerville, however, showed that no parallel existed. The ores of Sudbury had occurred in great diorite intrusions near their contact with granite or with the stratified rocks of the district, which were of Huronian age, while those in Somerville occurred as impregnations in bands of gneiss belonging to the Grenville series. The two sets of deposits were thus quite different in mode of occurrence and probably in age and what had been proved to be true of the former could not be taken for granted in the latter. Careful assays from every known deposit in the township confirmed this conclusion. Nickel was present but in such minute quantities as to be of no economic value. The most promising discovery of the whole survey was a small vein of pure molybdenite in Digby on Lot 16, Concession VII, four miles north of Head Lake. The somewhat rare mineral allanite was located on Lot 26, Concession XII, Dalton township. In neither case, however, was commercial development warrantable.

The overwhelming conclusion to be drawn from the report of the official survey is that little mineral development may ever be looked for in North Victoria.

Farming a Precarious Calling.

The status of farming in the granite area may be inferred from Professor Coleman's report on its soil. In the limestone area conditions are slightly better, for the chemical composition of the soil is more favorable, but there is seldom sufficient depth for crops except in the flood plains and terraces of the valleys of the Burnt River, Corben Creek, Gull River, Talbot River and Head River. These more propitious sections are, however, very limited.

Most of those who took up land in North Victoria were attracted by its forest resources more than by its agricultural possibilities, and all depended on the forest for such temporary prosperity as was theirs. Fully seventy-five per cent of the lots were patented when the patentee had the right to all timber including pine. The potential wealth of this timber was considerable but when this disappeared the settler had to fall back on farming on poor land. Even then, so long as lumbering thrived in nearby areas and provided a home market for farm produce, the backwoods agriculturalist could raise enough potatoes, oats, hay and meat to make a living. The final extinction of local lumbering spelt failure for many farmers. A region of neo-agricultural soils was called on to compete unaided in more distant markets for farm products and much of the area could scarcely raise enough to keep its inhabitants alive.

The results have been a slow tragedy. Many of the younger and more enterprising men moved out. Many others would have followed, but could not because of poverty. Even today the movement goes on and in 1926 a general migration from the Kinmount section to Kapuskasing, in New Ontario, was planned. The population statistics for the past thirty-five years are as follows:—

Townships	1886	1892	1901	1929
Somerville	1359	1873	1885	1459
Bexley	795	793	871	637
Laxton, Digby, Longford	759	800	723	463
Carden	646	721	696	431
Dalton	463	495	512	282
Totals	4037	4697	4691	3469

It will be noted that while South Victoria reached its maximum population in the early eighties, North Victoria, being settled much later, did not attain the peak until about fifteen years later. Since then it has declined rapidly. The loss since 1901 has been 1222 or more than one-quarter of its population. Further, while in South Victoria the decrease in population has meant a reduction not in the number of farms but in the number of people occupying them, in North Victoria farms have been completely abandoned, often without finding any purchaser.

The condition, too, of those who have remained is often pitiable. There are, of course, occasional good farms along the valleys in the front ranges but in some of the remoter sections the pressure of stark want is bringing about much social degeneracy. Physical and mental defectives are becoming commoner and moral disintegration often calls for the intervention of the Children's Aid Society. The fault in these matters does not lie with the people but with the conditions under which they attempt to secure a livelihood. The original settlers were an energetic, hard-working, resourceful people, sprung from the finest pioneer stock in the older counties of Ontario. But in many cases they now face an impossible proposition. The amount of energy expended in trying to make a living in this area has been enormous and if applied under half tolerable conditions would have shamed by its achievements the self-satisfied prosperity of more favored regions. The modern urban dweller with his shortened hours and extended relaxations cannot imagine the dreary hopelessness of trying to wring agricultural returns from soil that is good only for forest. Even the hard-working farmer of South Victoria would find it hard to realize the extremities endured in the northern townships. As a minor indication of conditions it may be mentioned that in one section of Somerville the school tax alone, irrespective of all other taxes, is 52.8 mills on the dollar. When we remember that the school tax in Lindsay is only 13.3 mills, we may realize how these northern farmers are bleeding themselves white in an attempt to provide their children with education. The simple truth is that the land, treated as farming country, will not support them.

At the present time dairying is the chief farm industry in the granite region; the only crops are hay and oats and there is a struggle for each farmer to get enough of these for his own use. As the number of cattle that a man can winter is controlled by his summer crop and as a dry season means poor crops on the shallow, sandy soil, natural meadows and marshes are sought out and all available marsh hay harvested. Rough grazing land is fairly plentiful and is a distinct aid to dairying and ranching. Many farmers in South Victoria now pasture their herds each summer on abandoned farms in North Victoria and bring them home to winter on ensilage, a system which permits more intensive and profitable farming to the south. The dairying industry now supports two creameries, one at Coboconk and one at Kinmount. Improved methods of farming, such as more deliberate manuring of land and rotation of crops, would doubtless better many parts of North Victoria, but by far the greater portion of the region is utterly unsuited for agriculture.

An Era of Lumbering Now Past.

Lumbering was the supreme industry of earlier times but is now moribund through the sheer blind improvidence of those who took part in it. The record of carelessness and wanton destructiveness left by many who made their fortunes in North Victoria sixty years ago is a reproach to our race that will be hard to remove. It can, however, be palliated by an intelligent administration of the ravaged wilderness which has been left to our generation.

In 1850 all of North Victoria was covered with primeval forest. Of this original sylva, fully two thirds was magnificent white pine and the other one third pure hardwood, chiefly maple and beech. From 1850 to 1880 the forest was slashed away in reckless fashion. The coniferous areas especially were cut practically clean in the process of lumbering, although only the largest and choicest trees were utilized. The commercial output, even down through the seventies, ran into tens of millions of feet in sawlogs and unrecorded harvests of square timber, yet the potential value destroyed in the younger trees was probably far greater. On the most glaringly non-agricultural soils no thought was ever given to a future forest crop; no saplings were left to replenish the region, and fires, kindled by carelessness or ignorance, swept away even the seedlings that might have redeemed the slaughter.

The results are very evident today. Illuminating figures for Somerville township are on record in a survey report made by the Commission of Conservation. Only 27.3% of the township consists of cleared farm land, 61.9% is burnt-over land, and a scant 10.8% is forested. Of this latter fraction, about one-eighth, or 1.3% of the whole area, is coniferous forest (cedar, balsam, swamp spruce and tamarack), and the other 9.5% is hardwood and mixed forest. All of this wooded remnant has been pitilessly culled over and little of real value left. No forest containing sawlogs remains.

For this northern region as a whole the Commission reported that the white pine had been all but annihilated and the other trees of the area more or less severely culled, and that the pineries had

been burnt over at least once and in most places several times. Nearly two-thirds of the pine grounds had been burnt over two or three times and were beyond natural recuperation. The fire not only consumed what scanty young growth had been left after lumbering. Where the soil was thin, especially along the rock ridges, it destroyed the humus entirely. It also burnt up all seeds of the white pine, and, as fortuitous reseeding from adjacent pineries was limited to the distance that cones could fall and roll, almost all natural reforestration had been established by the wind-blown seed-catkins of poplars and birches. As a result 57.3% of the present forested area was now poplar and another 33% hardwoods.

Reforestration Needed.

A definite policy of reforestration would seem the part of wisdom. We have already seen that mining has no future and agriculture a precarious outlook in North Victoria. In seven townships there are tracts comprising more than two hundred square miles which have been classed as waste land, available for reforestration. Much of this land will be replanted by natural means, but with trees of inferior value. All areas, however, stand in constant danger of fire and unless the administration of such tracts is taken over on a large scale, preferably under municipal management, no adequate fire protection can be hoped for.

A more detailed discussion of this problem will be undertaken in a later chapter. It will suffice here to suggest the value of profiting by past mistakes and of seeking by prudent stewardship to re-establish the ruined prosperity of half a county. There is no reason why the bulk of these northern townships should not constitute forest reserves that might be drawn on in perpetuity and add greatly to the permanent wealth of the county.

A Resort for Recreation

Nor is material gain the only argument in favor of a rehabilitation of North Victoria. Because of the pace of modern urban civilization the forests have become increasingly important as recreation grounds and as sanitary and health resorts. Even now our county affords a magnificent field for the sportsman and camper to range over. There are some sixty lakes in the Northern townships, varying in size from tarns of a few acres in the Longford granite to the blue expanse of Balsam Lake, nine miles in length and five in breadth. The altitude, in no case less than 840 feet above sea-level, ensures cool summer nights even when Toronto swelters most desperately. But under a system of forestration and forest protection, every year would add to the beauty and healthfulness of these northern resorts until we could point with pride to what would be not only perennial sources of revenue but regions of natural paradise where the ailing and the over-wrought might find rest and healing.

Recapitulation.

Such then is North Victoria—a territory where the spoliation of a glorious forest has left a waste devoid of minerals and barren under the farmer's toil, yet where the future holds the hope of valleys roamed by hundreds of grazing herds, of forests tended and profitable, and of a refuge sought continually by the weary and heavy laden

Chapter VI.

The Town of Lindsay

The present town of Lindsay is built on both sides of the Scugog River about half way between its source in Scugog Lake and its debouchure into Sturgeon Lake. Beneath the townsite lies an ancient preglacial rock valley carved out of the limestones of the Trenton era. The mantle of sand and clay which the glacial epoch cast across the valley is thickest just at Lindsay, and the river has therefore, in this vicinity, steep banks, where the channel has been cut down through these morainic deposits. In conjunction with these steep banks, there was originally a series of gentle rapids extending down most of the westward bend of the Scugog which lies in the heart of the town. The total fall was about three feet. A Mississauga camp site was located near by, known as "Onigahning" (i.e., The Portage).

In 1821, a paper township of Ops was attached to the Newcastle District by the Assembly of Upper Canada. In 1824-25, Colonel Duncan McDonell of Greenfield, Glengarry county, assisted by Patrick Lee and Daniel Shanahan, surveyed the township. Lots 20 and 21, Concession V, were reserved as a townsite.

In 1825, the first settler, Patrick Connell, settled on Lot 7, Concession IV. Others, the Bradys, Pynes, Hydes, Tweheys, Murphys and Hoeys, joined him along the valley of the Scugog. Lot 16 in Concession V, just south of the present Riverside Cemetery, was granted by the government to the Rev. Father Crowley, the sole Roman Catholic priest of Central Ontario, in order that he might assist in the settlement of this township. The lot passed in 1846 to Father Crowley's nephew, John Ambrose, and now belongs to P. J. Murphy. In the late twenties, however, the priest had a house built on it at the water's edge. This was not for his own residence (since he had his headquarters in Peterborough and practically lived on horseback) but for the storage of settlers' effects. The spot was known as "The Priest's Landing." A trail called "the middle line," which ran from Cobourg through Peterborough and Omemee, ended at the "Landing," and from here on the settlers who had entered by this route proceeded by canoe. An early pioneer has declared that the scenery along the Scugog was exceedingly beautiful. The bright ribbon of water wound to and fro through a majestic forest that towered high above it. No human devastation had disfigured that quiet avenue among the primeval pines. The ugliness of waste and destruction and decay had not yet blighted it. Even the lowest banks were soft with beaver meadows, and wild rose blossoms rioted at the water's edge.

The Millers of the Scugog

The virtual founders of Lindsay were three Americans, William Purdy and his two sons Jesse and Hazard. About 1827 the government entered into a contract with the Purdys. They were to put up a ten-foot dam on the Scugog River at Lindsay and build a sawmill in 1828 and a grist mill in 1829. If the work were accomplished within the time-limit, the government was to deed them 400 acres comprising Lots 20 and 21 Concession VI or that part of modern Lindsay which lies between Colborne Street, Lindsay Street, Durham Street and the eastern boundary, and to pay them a bonus of six hundred dollars.

They began work in the winter of 1827-8, bringing all supplies from the head of Scugog Lake on the ice in the winter time and by big canoes in spring and summer. The dam was located at the foot of what is now Georgian Street, about the present site of Perrin's Boat Works, for here the banks were highest and a wing dam through the woods therefore unnecessary. The river at this point was about thirty feet wide and eighteen inches deep. By September 1828 the dam was finished and a sawmill 20 feet by 45 feet ready for operation. Many guesses were made as to how long it would take for the millpond to fill up. The most ambitious conjecture was twenty four hours. It was not, however, until the following April, seven months later, that the water finally reached the top of the dam. No one seems to have realized that a ten foot dam built at the head of the rapids at Lindsay would actually raise the level of Scugog Lake by several feet.

The pressure during the spring freshet of 1829 was too much for the dam. The centre timbers shifted on the rock bottom of the river, the dam broke, and everything was swept away. The Purdys then wrote to the government at York and secured a time extension of one year. By April 1830, the dam was repaired and the sawmill running at last.

Then a grist mill thirty feet by forty, and three and a half storeys high was built. As the time allowance was now running out rapidly a single run of stones was put in and the mill started. The first flour ground was for Mrs Dennis Twohey's wake. There was no bolt for some time, so the early flour was dark though wholesome. The miller's toll was set at one-twelfth of the grist. Patronage was brisk, and it is recorded that women brought grists on their backs from their homes in Eldon, fifteen miles away. One girl of sixteen carried a bushel that distance. Customers had to wait their turn and it sometimes took two or three days for a man to get his grist. In the meantime he camped on the river bank or slept at night before a great fireplace in the mill. If food ran short, flap-jacks were made from new grist.

The Survey of the Townsite.

In the original survey of Ops by Colonel McDonell in 1825, Lots

20 and 21 in the 5th concession had been reserved as a townsite. In 1834 John Huston of Cavan came in with a small party to plot out this site into streets and lots.

One of Huston's assistants, a man named Lindsay, was accidentally wounded in the leg by a gun-shot, infection set in, and he died. Lindsay was buried on the river bank on or about the site of the present G.W.V.A. club-house. The circumstance of his death led to the townsite being called "Lindsay" on the surveyor's plans submitted to and approved by the government.

The original area surveyed at this time consisted of that portion of modern Lindsay bounded by Lindsay, Colborne, Angeline, and Durham streets, a parcel of 400 acres or one quarter of the present town. The east half of the site was surveyed into 346 half-acre building lots and the west half into 30 park lots of about five acres each. Two main streets, the modern Kent Street and Victoria Avenue, each 100 feet in width, bisected the town from east to west and from north to south respectively. On the four corners of the intersection of these two streets a market square of six acres, known as "Queen's Square" and extending half a block in depth to north and south of Kent Street between Cambridge and Sussex Streets, was reserved. Victoria Avenue was of course named after the heiress-apparent to the throne and Kent Street after her father, the Duke of Kent. All the other streets were laid out 80 feet in width. Those running north and south were chiefly named after Victoria's uncles,—the duke of York, King William IV, the duke of Cambridge, the duke of Sussex and Prince Alfred (a street later renamed Angeline). Albert Street was named after the Prince Consort and Adelaide Street after Victoria's aunt, the wife of William IV. Streets running east and west were named, on the other hand, after English statesmen and governors of Canada: the Earl of Durham, Lord Melbourne (British premier, 1833), Baron Glenelg (Colonial Secretary, 1835-38), Lord John Russell (another colonial secretary, author of the Act of Union), Sir Robert Peel (British premier, 1834), the Duke of Wellington (British premier, 1828-30), Sir Francis Bond Head, and Sir John Colborne. None of these streets except Durham and Colborne ran farther west than Albert Street, though an irregular corduroy road ran southwest towards Port Perry from the corner of Bond and Albert.

Such was the original plan of Lindsay as mapped out by Huston the surveyor. Several years passed, however, before any attempt was made to chop out even one of the streets surveyed in 1834 through the almost impenetrable forest and swamp that stood on the town site.

Purdy's Mills in the Thirties.

Meanwhile a small village known as "Purdy's Mills" or as "Portage Village" was growing up chiefly on the Purdy estate to the east of Lindsay Street. Jeremiah Britton, together with his sons Charles and Wellington, came from Port Hope in the winter of 1834

25 and bought from Purdy for $100 an acre of land at what is now the foot of Kent Street. Here, on the present Academy of Music corner, he built a log shack and opened a tavern. It is said that a notice was posted up over the bar reading "Keep sober or keep away." Small stores were opened on the mill property by a Thomas Sawden from Cavan and a Major Thomas Murphy. A Mr. Fulford also began a little carding mill on the Purdy tract. Purdy's house was near the modern Flavelle mill and his barn on the site of the modern convent. Prior to 1834 the only settlers on the surveyed townsite were David Ray, William Culbert (later the postmaster) and the family of Edward Murphy on Peel Street. In 1837 James Hutton moved in from Ops and opened the first store on Kent Street. Other citizens who came in soon afterwards were James Twohey, Thomas Clarke, Thomas Vance, Nicholas Powell, Dominic McBride and Wm. Thatcher.

Virgin wilderness still hemmed in the little settlement, however. Deer could be seen drinking from the river in the heart of the present town or being chased by wolves up Kent Street. A woman was supposed to have been eaten by wolves or bears at Sucker Creek, near the Riverside Cemetery. Nothing but her handkerchief was ever found.

For a long time the only bridge across the river was situated at the foot of Huron Street or a few yards east of the present Allsebury factory, where the north bank is quite steep. Two abutments of logs were built, one on each side of the river, strong cedar stringers put across, and shorter cedar logs laid side by side on these to form a roadway. The road which led from the north end of this bridge wandered east to what is now O'Neill's Corner, but was then known as "Lang's Corner." Here it parted into two roads, one running east and south to Omemee and Peterborough and the other south (by the modern Logie Street) towards Bowmanville. These roads were, however, in unspeakable condition, and in the thirties those seeking supplies often went by canoe to Bridgenorth on Chemung Lake, and walked six miles from there to Peterborough. In 1841 Purdy's Mills itself became a distributing centre when Thomas Keenan opened a general store just east of Jeremiah Britton on Kent Street East.

A Period of Invasions.

During a period of about ten years Lindsay was subjected to a series of armed invasions which made life in the village anything but peaceful.

The first invasion came in December 1837. The provincial revolt of that year had been put down and Major Murphy, for reasons of his own, started a rumor in Peterborough to the effect that William Lyon McKenzie was in hiding at Lindsay. As a result, a number of farmers who were with their ox-teams at Purdy's mill one clear, cool evening were startled to hear a volley of muskets and to see a column of about 300 armed men with a large flag descending the steep river bank to the north. When the advance guard got on the bridge cheers were raised, trumpets sounded, kettle-drums rattled, the flag waved, and another mighty salvo of musket fire let off into the upper air. The villagers, some thirty men, women and children in all, rushed from their cabins to see what was happening, and found that their visitors were a detachment of Peterborough militia under Colonel Alexander McDonell, searching for McKenzie. As it was too late for the contingent to return home that night they bivouacked in and around Britton's tavern. It soon did not matter much which.

William Purdy had been speaking rather plainly against the Family Compact, and Major Murphy took this opportunity of laying information against him. The miller was accordingly arrested and taken to Cobourg gaol. Here he lay without trial for some time, but was at last liberated and told to go home and mind his own business. As a result of this unpleasant experience Purdy decided not to live in Lindsay any longer and removed to Bath. Of his two sons, Jesse, who had had a severe attack of fever and ague, went with him, while Hazard remained in charge of the mill.

Major Murphy received the postmastership which had been held by William Purdy up to this time. He did not hold this ill gotten position long, however, for he started a distillery, drank too much of his own whiskey, took delirium tremens, and left the country. The postmastership then passed to William Culbert, in whose family it remained for more than twenty years.

The second invasion of Lindsay came in 1832. The Purdy dam had backed the waters of the Scugog over some 10,000 acres of land adjacent to river and lake. The forest was drowned out, all vegetation rotted, and a plague of fever and ague carried off nearly one third of the population. There were hardly enough well men left to bury the dead. On one Sunday eleven deaths were announced in Ops, and on another Sunday seven heads of families had been swept away. Hostility towards the dam became more and more definite and bitter, and at last in the summer of 1832 a great band of farmers gathered from Ops, Mariposa and Cartwright, armed themselves with flint locks, pitchforks and axes, marched to Lindsay and hacked away part of the dam. The structure was not completely demolished, however, and Hazard Purdy rebuilt it, though at a lower level. At the same time he put in a large water-wheel, a cog and spur wheel, two run of stones, and bolting apparatus.

The government meantime was planning a lock at Lindsay for navigation purposes and it was arranged that a new dam, situated in the present location, would serve both lock and mill. Dam and lock were begun about 1838, let lapse for a time, and finally completed in 1844. The old Purdy dam had had a head of twelve feet, reckoned from the foot of the rapids. The new dam's fall was only seven feet. As compensation for the loss in water power and the construction of new works, the Purdys were paid $1600 by the government.

In the spring of 1844 Hiram Bigelow came to Lindsay and bought the mill and the 400 acre "Purdy tract" from Hazard Purdy for $10,000. The latter then left Lindsay and ultimately settled in Pembina, North Dakota. In 1844 the old dam was still in use and the original mill still running. As no steamboats were to appear on these waters for eight years more, no urgency of navigation called for the dam's immediate removal. In the early part of 1846, new mills were built on the present site a quarter of a mile farther down stream. The old dam was then taken down and the mills worked by water from the new dam.

The third army of invasion appeared before Lindsay on July 12 1846. "Billy" Parker, a noted Orange fighter from South Emily, had received a beating in Lindsay and the hundreds of celebrants of the Boyne victory marched on the little hamlet to avenge on its population the defeat of their champion. The villagers were warned of the impending attack and prepared to defend themselves. All who had muskets put them in working order. Thomas Keenan prepared rude swords by winding cotton around the hilts of scythe blades as handles. Pitchforks were served out as bayonets. The old log bridge across the Scugog was chopped down into the river, as in the defense of ancient Rome against the Tuscans. Sharp-shooters lined the river bank. Then a deputation, headed by Alexander Bryson, was sent out to confer with the foe at Lang's Corners. Happily wise counsels prevailed and the history of the town was not marred with such a battle as was then imminent.

The fourth and last major invasion came in the summer of 1847. In June of that year Bigelow sought and secured the permission of the government Board of Works to put a line of planks a foot in height along the top of the dam in summer so as to maintain the flood level of spring-time and ensure a uniform flow of water. This was to be done at his own risk and expense. No sooner did the news of this flashboard become generally known throughout the Scugog valley and back into Manvers and Cartwright than the riparian farmers assembled once more with axe and rifle, marched to Lindsay and removed the planking.

A unique accident happened at this time. There was a single mill race or sluice controlled by a gate in the dam which conveyed the water down into the mills. The current was strong and the one stream worked both the sawmill and the grist mill. The invaders opened the sluice-gate so that most of the water would pass through and render their work on the dam easier. By some mischance a man named Tom Toole slipped into the sluice and went through the gearing of the two mills—the sawmill first and then the grist mill. When he was fished out, fortunately still alive, from the river below the mills, he was asked how he got through. He replied that he had had no time to take notes. Toole beat all records for "going through the mill" by going through two of them.

In the summers which followed Bigelow renewed the flashboards on the dam and succeeded in persuading the countryside that his action was not a serious menace to health.

From Village to Town

Meanwhile the village had been growing slowly but steadily. Kent

Street was chopped out in 1848 and other streets soon followed. William McDonell came in from Peterborough and began the first tannery. George Cottier started a potashery and William Thornhill an iron foundry. Bigelow bought out Folford's carding and fulling business and developed it. Stores were kept by Thomas Keenan, Jeremiah Britton, Wm. McDonell and G. M. Roche. By 1851 the population had risen to 300.

Navigation now began to develop and to bring prosperity with it. The steam boat "Woodman" was built at Port Perry and the "Ogemah" at Fenelon Falls, and others soon followed. Pilotage was extremely difficult along the meandering Scugog, which was long known as "the River Styx" because of the innumerable stumps that have disfigured its banks for three generations; but the growth of lumbering made river traffic of paramount importance and the Scugog fleet increased rapidly.

Meanwhile a charter had been granted in 1848 and renewed in 1853 to a railway company which purposed building a line from Port Hope to Lindsay (and later to Beaverton). Work was begun in earnest in 1854 and by December 1856 the head of steel had reached Reaboro. With the imminent prospect of being a railway terminus subject to rapid growth, the citizens of Lindsay now applied to the government for incorporation as a town.

The following year saw the incorporation of the towns of Bowmanville, Milton, Bradford, Oakville, Sandwich, Collingwood, Windsor, and finally Lindsay. Some of these municipalities of like age have since outstripped Lindsay but most of them have lagged far behind.

An Act passed by the Legislative Assembly on June 18, 1857 contained the following preamble — "Whereas from the rapidly increasing population of the Village of Lindsay in the county of Victoria (one of the United Counties of Peterborough and Victoria) and from the peculiar position thereof as the intended County Town and the northern terminus of the Port Hope Railway, it is necessary to confer upon the said village the power of municipal government and incorporate it as a town under the name of the "Town of Lindsay," etc. etc.

The chief financial provision of the Act related to a bonus of $80,000 which had been paid by Ops (including Lindsay) to the Port Hope railway. It was arranged that the municipal debenture debt representing this gratuity should be divided between the town and the township according to assessment. Lindsay had at this time an assessment of about $380,000 and a population of about 1180.

The limits of the town were now extended so as to take in not only the original townsite but also three additional tracts, each of 400 acres.

The first of these was the old Purdy estate, Lots 20 and 21 in the 5th Concession, or that part of the present town bounded by Lindsay, Durham, Verulam and Colborne Streets. Hiram Bigelow on his death in 1853 had willed this property to the Bank of Upper

Canada in 1888 the bank conveyed the property to a real estate corporation known as the Lindsay Land Company and headed by John Knowlson and Robert Lang. This company had the land platted off into streets and building lots. It will be noted that the names chosen for these new streets were quite different from those on the old town site. East of the river we have for example, St. Paul Street, St. Patrick Street, St. Peter Street, St. David Street, St. George Street, and St. James Street.

The second new parcel of land included within the limits of 1857 consisted of Lot 22, Concession V and Lot 22 Concession VI, or all that part of the town which lies to the north of Colborne Street. All this area and another 400 acres adjoining it on the north had belonged to Cheeseman Moe, a retired naval officer, who left Lindsay for California during the gold rush of 1849 and has never been heard of since. Modern occupancy is therefore based on tax-titles.

The third addition of land comprised Lot 19, Concession V, and Lot 19, Concession VI, or all that part of the modern town lying south of Durham Street. This tract had originally been granted by the Crown to Colonel McDonell, of Greenfield, Glengarry County, the surveyor of Ops. McDonell disposed of this piecemeal. Part of it was given by him to Father Chisholm (a fellow Scotch-Canadian from Glengarry) as a refuge for Irish immigrants who came out after the famine of 1847. The little settlement which sprang up here was known as "the Catholic village."

Other picturesque sections of the town are "the French village" and "Pumpkin Hollow." The former lies in the east part of the town and was settled by French-Canadian lumberjacks whose descendants here numbered 889 at the last census. The latter lies a little to the southwest of the Flavelle mill and was so called because of the great crops of pumpkins grown there in early days.

The Act of Incorporation divided Lindsay into three wards. The East or "Victoria" Ward comprised all that part of the town which lay to the east of Lindsay Street, and the North and South Wards those parts of the remainder lying to north and south respectively of the middle line of Peel Street. On July 1st, 1862, the government sanctioned a change whereby the centre line of Kent Street became the dividing line between the North and South wards, as at present.

Municipal Officials

The first town council met in a frame town hall on the northeast corner of Kent Street and Victoria Avenue on July 2d, 1857. The civic officials at this beginning of time were as follows:—Mayor, Robert Lang; Reeve, Foster Cain; Councillors, Wm. Thornhill, David Brown, Jeremiah O'Leary, J. Healey, H. G. Clarke, James Walsh, and J. McCarthy; clerk and treasurer, T. A. Medepath; chief of police, John Douglass.

The mayors from that time until the present have been as follows:—1857, 1859-61 Robert Lang; 1858 James McKibbon and William Thornhill; 1862-63, 1866 Thomas Keenan; 1864 Wm. Mc-

Denell; 1866-68, A. Lacourse; 1869-70, David Brown; 1871-72, George Downer; 1873, John Dobson; 1874-75, L. McGuire; 1876-77, Thos. W. Poole; 1878-80, 1886, Col. James Deacon; 1881-82, F. C. Taylor; 1883-85, J. W. Wallace; 1887-90, Thomas Walters; 1891, 1896-1900, Robert Smyth; 1892-93, 1905, Duncan Ray; 1894-95, Henry Walters; 1901-03, George Ingle; 1903-04, J. H. Sootheran; 1906-07, Dr. A. E. Vrooman; 1908-10, James B. Begg; 1911, 1913-15, R. M. Beal; 1912, Dr. J. W. Wood; 1916, D. J. McLean; 1916-18, Richard Kylie; 1919-20, R. L. McLean; 1921, John O'Reilly.

A Scourge of Fire

A beneficent catastrophe overtook Lindsay on July 5, 1861. An election had just been held, and the town was thronged with visitors, waiting to hear and celebrate the official announcement of the returning officer. About 11.30 a.m., when it had just been announced that James W. Dunsford (Liberal) had vanquished John Cameron (Conservative), a fire was noticed in a small frame house on the south side of Ridout Street, about where Dr. Blanchard's residence now stands. It has always been supposed that the owner of the house, who had put up the building but could only rent the land, set the place on fire as the climax to a quarrel with his landlord.

A south wind rose with the fire and swept the flames from building to building. Both sides of Kent Street west to William were soon in ashes and all buildings between Kent and Peel streets destroyed except one little log cabin owned by a widow named Murphy on the southeast corner of Peel and William streets. Farther east the flames licked up Fournier's Hotel (on the present Cafe site), the grist and saw mills, and all adjacent buildings, leaped across the river by way of the bridge and consumed Brown's Alma Hotel and the Port Hope and Lindsay Railway station.

By 3.30 in the afternoon the fire had burnt itself out. The area destroyed was, roughly speaking, bounded by Russell, William, Peel, Queen, Caroline and St. Lawrence streets. Four hotels, two mills, the post office and customs office and 82 other buildings lay in charred ruins and about 400 people were without shelter. No lives were lost, but the loss of personal property was in most cases complete, for fire insurance was still only in its infancy.

Distress was great, though much food and clothing was supplied by unharmed citizens and farmers in the country near at hand, and for several days the trains from Port Hope were besieged by refugees seeking bread. The west side of Cambridge Street, between Peel and Wellington, was then a common and many camped here for weeks, at first shelterless and later in tents.

Although ruinous to the individual, the fire was a blessing in disguise to the town as a whole. Disaster seemed only to stimulate courage, and steps were at once taken to erect fine brick stores in place of the wooden buildings which had been swept away. A brick yard had been begun five years before on the farm of Frank Curtin, lot 15, Con. V, a mile south of the town, and the proximity of such building material made these ambitious projects possible. Within a year the Britton block, Funk's Hotel (McConnell's), the eastern half of the Keenan block (four stores and an hotel), and the Bigelow (Spratt and Killen's and McBride's), Wilson (Kennedy), Wright (Armstrong and Forhert), Knowlson (Gregory and adjacent stores), McLennan and Baker (Adams) blocks were completed. Nearly all were handsome three-storey brick buildings, remarkable in their day and environment, and still a credit to the town. The fire was thus the making of the town.

Further Threats of Fire

Never again was the town destroyed by fire, but there have been occasions when destruction seemed very close at hand.

In August, 1881, a phenomenal drought scorched and blistered the whole of Ontario, and for days the thermometer ranged from 95 to 105 degrees Fahrenheit in the shade. Fires broke out in Victoria county on August 30th, and swept across the countryside before a west wind. Forests, crops, fences and farm buildings were consumed. Railroad bridges were burned away and the rails twisted out of shape. The Long Swamp west of Lindsay was ravaged, towering clouds of ashes, smoke and dust brought darkness and suffocation to the town, and a band of fire-fighters battled all day long on the [illegible] against a wave of flame that licked hungrily around the western boundary. At [illegible] p.m. on September 1st a torrential rain brought this fiery chapter to a close. Most of the county had been wiped out, and the following year saw a huge emigration of farmers to Manitoba, Dakota, and other western areas.

A similar season of fire came in September 1887, but as no lust had been felt in South Victoria by the holocaust of 1881, the blaze was confined to the northern townships. An impenetrable pall of smoke lay over the whole countryside, however. Even in Lindsay visibility was limited to a few feet, eyes were tortured, and ashes fell like snow.

Some of the more serious local small fires during the past fifty years have been the following:—The Doheny block, northwest corner of William and Kent, 1875, loss $36,000; Parkin's sawmill, 1882, 1884, 1886 and 1892; the Sengog Paper Company's mill, 1886, loss $75,000; the McDonnell block, southwest corner of William and Kent, 1888, loss $15,000; the Flavelle warehouses, East Ward, 1888, loss $28,000; Peel Street, in rear of the Elmmare block, 1902, loss $25,000; the Kennedy and Davis sawmill, 1907, loss $13,000; the Carew sawmill, 1885, loss $14,000.

Primitive Conditions of Life

Conditions in the sixties and seventies varied much from those of today. William Street vied with Kent Street in importance as a commercial thoroughfare. Wellington Street was the leading resi-

dential section of the town. There were, however, no sewers, no town water, no lights, and few cellars. The necessities of the modern workingmen were then luxuries unattainable to all.

It is interesting to note that on April 17, 1865, the day of Abraham Lincoln's funeral, this little Canadian town closed all its stores and schools, put its flags at half-mast, and with two small cannon owned by a retired British naval officer named Redden fired off a memorial salute to the great American.

The first telegraph system was installed in September 1862 by the Montreal Telegraph Company, who brought in their line along the Port Hope railway. On January 11, 1878, the first local demonstration of the telephone was made by attaching receiving and transmitting apparatus to the telegraph wires in Peterboro and Lindsay and so talking between the two towns. The first local telephone exchange was installed in June 1881, by George D. Edwards of the Bell Telephone Company. The system began with thirty subscribers. The first demonstration of the phonograph was made in the Opera House in June 1878.

The police protection of these early days was very inadequate. Drunkenness was fed by dirty taverns on every corner and immorality was so brazen and shameless that a number of private citizens formed a Vigilance Committee in 1877 and burned down all the more notorious brothels throughout the town. For many weeks the local papers kept recording "another rookery gone." After this purging by fire it transpired that the Chief of Police himself had been a protector and patron of the wanton sisterhood.

Cows, geese and dogs wandered over all the streets unchecked until the eighties. From 1883 to 1889 the feverish question in municipal politics was whether or not to prevent "the poor man's cow" from ranging abroad and devouring every green thing in every private garden. A half measure was tried, which required every street-grazing cow to be tethered, but the tether-ropes grew to unbelievable lengths and in 1889 the cow was banished entirely from the streets. The first dog by-law was passed on July 28, 1887, and imposed a tax of one dollar per dog.

Growth in Civic Stature.

The population of Lindsay has grown slowly but steadily from 1108 at incorporation in 1857 to 1887 in 1861, 4049 in 1871, 5088 in 1881, 6081 in 1891, 7003 in 1901, and 8885 in 1921 (assessment roll figures.)

This gradual development has resulted in an unusually high standard of general comfort in the town. There are few noticeable extremes of wealth or poverty. There are no palaces and likewise no hovels. And when hard times bring the soup kitchen and the bread line to bloated industrial towns like Peterborough and Oshawa, Lindsay shows little evident distress.

The chief causes of the town's having grown at all are (1) mani-

cipal, (2) transportational, (3) industrial and (4) commercial.

The advantages which it has enjoyed as the county town are self-evident. Judicial, educational and municipal establishments have all tended to focalize at this centre.

Far more important has been the gathering in of railways. Lindsay has no fewer than eight lines of railway radiating out, spoke-wise, from her boundaries; 27 passenger trains and many more freight trains pass in and out each day, and the G T R divisional locomotive shops stationed here have a normal payroll of 120 men. The part played by the railways in building up and maintaining the town cannot be over-estimated.

The industrial and commercial growth of the town call for separate treatment.

Summary of Industrial Development.

As might be expected in a small inland town, the leading industries of the past seventy years have been those, such as lumbering, flouring, tanning, weaving, brewing and brick-making, which have utilized the natural products of the neighboring countryside. Iron founding and carriage-making here also had success up to the limit of the needs of the district.

The pioneer mill, both in gristing and in lumbering, was the Purdy plant, with which were later associated the proprietary names of Hiram Bigelow, Walter Needler, William Needler, Thomas Sadler, J R Dundas, Wm Flavelle and J D Flavelle. In 1884 these mills had a daily flour output of 600 bags, an annual lumber cut of 1,000,000 feet, a 90 000 bushel grain elevator, a river fleet of six barges and a steamboat, and a staff of over 100 men. The depletion of our forests and the dwindling of the county's cereal output through the rise of mixed farming have resulted in the extinction of all this business. Lumbering was relinquished by 1900 and in 1910 the gristing interests, then controlled by Mr J D Flavelle, were sunk in a big milling merger, known as the Canadian Cereal and Milling Company. Local operations were soon afterwards suspended.

Other local companies which have, during the past half-century, engaged in lumbering, planing and wood working have been the following: (1) Hollis Bowen, succeeded on the same site by Whitmore ("the Yankee mill"), Dunham and Kellogg, John Rodd, the Rathbun Co., Baker and Bryans, and the Baker Lumber Co.; (2) Thomas Fee; (3) Burke Bros.; (4) George Ingle (Lindsay Planing Mill); (5) John Dovey; (6) Robert Bryans, succeeded by Joseph Maunder; (7) Parkin Lumber Co., later the Digby Lumber Co.; (8) Killaly and Kennedy; (9) J P Ryley (Victoria Planing Mill); (10) Kennedy, Davis, and Co.; (11) Rider and Kitchener; (12) John Carew Lumber Co.; (13) Gull River Lumber Co.; and (14) Lindsay Woodworkers Ltd. The last three are still active.

The only surviving flour mill is one founded in 1869 by Isaac Finley and since identified with G E Martin, Joseph Maunder, C C

Finley and W. H. Woods.

Tanneries have been conducted by P. H. O'Bairne, Alfred Lisle, the Robson Brothers and the R. M. Beal Leather Co.

Woollen mills have been carried on by Wm. Dundas succeeded by J. W. Wallace and later by Alex. and James Horne, and knitting factories by Mallon and Hanlon and E. Hood and Son.

Major Thomas Murphy founded a distillery in 1855 on a stream north of the town, still known as the Old Distillery Creek. The enterprise fell through and he moved into town. A second distillery on William Street only resulted in his developing delirium tremens from drinking his own whiskey. Another distillery begun by Benjamin Stacey and breweries set up by Thomas Clark and James Leothan all ended in bankruptcy. Greater success attended Calcutta Brewery founded in 1872 and later run by Lloyd and Goldie, the Haslams (father and son) and Fred Cornell. It, too, is now defunct.

Brick making was begun about 1856 by Francis Curtis on his farm south of the town. The Foxes (father and son) took over the business in 1877. It is now run by C. Wagstaff.

The leading iron foundries were long those of Mowry and of John Makins. Makins sold out to John McCrae in 1899. The Sylvester Bros. Mfg. Co., founded in 1882 by Richard and Robert Sylvester, was at one time Lindsay's leading industry. Over 100 men were engaged in manufacturing agricultural implements (binders, drills, presses, etc.) of the proprietors' own invention. Ruined by speculation, the business is today being revived by Sylvesters of the second generation who are manufacturing gasoline engines. Other metal working firms have been the Madison Williams Co., the Canadian Swensons Ltd., the Boving Hydraulic and Engineering Co., and the Cole Mfg. Co., Ltd.

Carriage-manufacture has been chiefly in the hands of James Hamilton, T. E. Cunningham (succeeded by Cale, Carley and Cortle), Richard Kylie, D. Sinclair and D. J. McLean. Fitzsimmons Ltd., which deals in automobile bodies, is a modern variant of the same trade.

Among miscellaneous industries we may class (1) the Lindsay Creamery Co. of M. J. Lewis and the cold storage business of Dundas and Flavelle Bros., now under one management as "Flavelles Ltd."; (2) the Lindsay Marble Works (Robert Chambers) and the Victoria Marble Works (W. H. Cresswell); (3) the pork packing businesses of C. L. Baker and George Matthews, no longer in local operation; (4) J. M. Squiers' fancy seed business; (5) Hodgson Bros. Chemical Works; (6) the Dominion Arsenal shell works; (7) Allan and Hanbury's Ltd. baby food factory.

The imagination is appealed to somewhat by the evil fate which pursued certain firms that once operated in the East Ward on the present Beal tannery site. Here James Leothan's brewery first went bankrupt and then burned down. Then a Tanbark Extract Company of Montreal, managed locally by James Foley, erected an enormous plant on the same spot. Mismanagement and a lack of hemlock bark brought about collapse and a loss of $200,000. A Montreal wrapping paper firm then took over and proposed to manufacture paper from wild rice and from wheat straw. Bankruptcy intervened. Still another enterprise, the Scugog Paper Mill Company, managed by J. C. Patterson, made expensive preparations for making felt paper from pea straw, cedar bark, and similar materials. The carelessness of a French night watchman set the plant on fire. Destruction was complete and the proprietors lost $75,000. The R. M. Beal tannery, which followed next, has apparently been immune from the evil spell of the place.

The prosperity of the town has been helped from time to time by the civic enthusiasm of the local Board of Trade. The Board was first organized on February 12, 1887, and fervent revival meetings have been held in 1888, 1905, and 1921.

Commercial Lindsay

The number and character of the stores of Lindsay have changed little during the past forty or fifty years. Their trade is largely limited to the extent of the population of the surrounding country, and while the advent of the automobile has tended to widen the area directly served, a decrease of several thousands in the population of the county and the wholesale piracy of urban mail-order houses have both done much to neutralize this expansion.

The actual proprietors of the local stores, however, have changed incessantly, and it would be no small task to list all the generations of merchants who have taken part in local trade since incorporation. I shall content myself with the following schedule of older businesses which after many years remain with the families which founded them:—1837, Jeremiah Britton (now R. Britton, jewelry); 1857, E. Gregory, drugs; 1858, John Anderson, furniture; 1860, W. A. Goodwin, wall paper, etc.; 1861, R. S. Porter, books and stationery; 1861, Dundas & Flavelles, dry goods; 1862, M. O'Halloran, meats; 1862, McLennan & Co., hardware; 1863, Thomas Beall, jewelry; 1867, J. M. Neelands, dentistry; 1868, S. Cornell, insurance; 1874, R. P. Sprall and J. Killen, groceries; 1875, A. Higinbotham, drugs; 1876, J. A. Williamson, harness; 1881, J. G. Edwards, hardware; 1884, G. A. Milne, tailoring; 1887, Alex Fisher, groceries; 1888, M. J. Carter, clothing; 1890, M. E. Tangney, furniture; 1890, Wm. McWatters, confectionery; 1890, Philip Morgan, drugs; 1892, R. Johnston and M. H. Sisson, boots; 1893, G. A. Little, books and stationery; 1897, F. W. Sutcliffe, dry goods.

At the present time Lindsay has 27 grocers, 6 clothiers and drapers, 6 druggists, 6 butchers, 6 hardware merchants, 5 confectioners, 4 shoe dealers, 4 coal dealers, 3 jewelers, 6 furniture dealers, 3 stationers, 2 fruiterers, 3 opticians, 3 tailors, 2 music stores and 1 harness dealer.

The Banks of Lindsay.

The Bank of Upper Canada opened a branch in Lindsay in 1853 and conducted business until the failure of 1863. The Bank of Montreal had a local agency in 1858, but for nearly twenty years it did nothing beyond accepting deposits for the government. The Ontario Bank came in in 1864 and the Merchants Bank in 1873. The Bank of Montreal absorbed the latter in 1877 and the former in 1906. The Dominion Bank began business in Lindsay in 1881, the Standard Bank and the Bank of Commerce in 1908, and the Home Bank in 1910. The Victoria Loan and Savings Co. was founded in Lindsay in 1895 under local management and largely financed by local capital.

Delayed Civic Improvements.

The last four decades have seen remarkable developments in the conveniences and amenities of town life. Electric light, waterworks, sewerage, paved streets, municipal charities and a hospital have all reached mature growth.

The tardiness with which these developments came was due in large measure to bad municipal financing during the period 1857-1881. For many years municipal politicians deliberately disregarded written and unwritten laws. Debentures were issued for various purposes, but the councillors in their desire to curry popular favor by a low tax rate kept taking the money raised to pay off the principal and diverting it to current expenses. Finally, in 1891, a provincial Act forced the consolidation of the arrears of debt and payment in full within thirty five years. The consolidated debt amounted to $153,000, of which sum $123,000 had been voted in railway bonuses.

Once civic government had been placed on a sound basis in this fashion, the provision of modern public utilities was much accelerated.

Lindsay's Lighting System.

Prior to 1868 the streets of Lindsay were without illumination and citizens who walked abroad at night did so in imminent peril from mud, thugs and drunken drivers. The town council at last decided in November 1868 to purchase six coal oil lamps. One of these lamps was placed at the Wellington Street bridge, one opposite the Midland station and the other four on Kent Street.

In September 1881 a "Consumers' Gas Company of Lindsay" was formed with an authorized capital of $50,000. J. R. Dundas was president and F. C. Taylor managing director. This new company contracted with the town to install 23 gas-lamps for street lighting.

Gas however was soon to abdicate to electricity. In 1890, B. F. Reesor of Newmarket established a "Lindsay Electric Light Company," which generated power on a fuel system, and was given the street lighting contract. A rival enterprise, the "Victoria Electric Light Co. Ltd.," was at once founded by Samuel and Alfred Perkins. The Perkins were burned out in September 1891, and thereupon bought up the plant of the Consumers Gas Company on the south-east corner of William and Wellington streets, demolished the works and set up an electric power station. Competition between the two electric light companies was keen and both gave service at a loss—to the great benefit of the public but to their own embarrassment. At last Thomas Sadler and William Needler came to the financial assistance of Reesor. They then bought out their rivals and incorporated the "Light, Heat and Power Co. of Lindsay, Ltd."

The advantages of hydro-electric power development at Fenelon Falls were now considered. J. A. Culverwell of Port Hope had seen the prize first and had secured an option on the Smith Estate at Fenelon Falls, but was checkmated by the adverse report of a supposed expert. The Lindsay company then stepped in and snatched up the power rights.

Work was begun in July 1899 on a $75,000 generation and transmission system. The chief items in the generating system were an 11 foot steel flume, two Sampson turbines and a 400-kilowatt generator. A three-phase current at 550 volts was stepped up to 11,000 volts for transmission and distributed in Lindsay at 1100 volts. The contractors were the Wm. Hamilton Mfg. Co., of Peterborough. The system was formally opened on May 31, 1900.

The municipal fathers now decided that the rates charged for street lights were exorbitant and encouraged the formation of a Lindsay Gas Company, capitalized at $40,000 in July 1901. The manager, John A. Burgess, of Toronto, put up a plant on the south-west corner of Kent and Sussex streets. His gas lights were tested in May 1903 by Professor Ellis and W. H. Stevens and condemned as hopelessly under strength.

In 1906 another gas venture, the "Gas Power Company," headed by a Mr. Dancy, of Toronto, was given the lighting franchise and much municipal encouragement. With this firm's collapse all struggles against the electric power company came to an end.

In October 1911 the question of municipal ownership was brought to a head by local Socialists but was decisively rejected when put to a popular vote.

Since then the Light, Heat and Power Company has been acquired by the Seymour Power Company and still later absorbed into the Hydro-Electric Power Commission's 44,000 volt Central Ontario (or more correctly, Trent Valley) circuit.

Search for a Water Supply

No adequate provision of water for drinking, washing, and fire-fighting was made prior to 1883.

For drinking purposes private wells had to suffice. It was hoped at one time that artesian wells sufficient for the town could be located within the civic limits. In 1887 a heavy flow was found by Richard Sylvester while drilling on his property on the northwest corner of Peel Street and Victoria Avenue, and in 1888 the town council paid $500 to have a test well sunk on Edward Murphy's pasture lot on Adelaide Street, just north of the Collegiate Institute, by Abraham Mosley of Beaverton. Mosley's auger was broken and lost at a depth of 140 feet and, as no water had yet been discovered, the project was abandoned.

Bathing was ill provided for, except perhaps in a bath-house built by Thomas Sadler, jutting into the river about 200 yards east of the grist mill. Here a bath could be had by paying an admission fee of ten cents to Peter Forbert, the attendant. Part of the bath was fitted up to accommodate children, the bottom being covered with a lattice-work of leather straps, thus allowing the water free circulation and preventing even the smallest child from filtering through.

The only fire protection was that furnished to the business section alone by a limited line of pipe and a water wheel at the grist mill, which was set going whenever an alarm was given.

A change from all this came in 1892, when the town entered into an agreement with a "Lindsay Waterworks Company," backed by Messrs. Moffatt, Hodgkins and Clarke, of Watertown, N.Y., whereby the company was to instal a modern waterworks system in return for a guaranteed franchise for a period of years at $3200 per annum.

Construction began in June 1892 under the superintendence of E. B. Calkins. An intake filter and a pump-house were built on the west bank of the Scugog at the foot of Mary Street. Two large Deane pumps, with a daily pumping capacity of 1,000,000 gallons, were installed, and 7 miles of pipe laid down. For storage and pressure purposes a standpipe 110 feet high and 10 feet in diameter was put up at the corner of Jane and Henry streets, on the height of land near the fair grounds. The system was tested and accepted by the town on October 17, 1892.

It soon transpired that the company had gotten itself into financial embarrassment and the town authorities at last decided to buy up the waterworks for $60,000 and to place the system under a Board of four Waterworks Commissioners, consisting of the mayor ex officio, and three members elected, one each year, by the ratepayers. Since that time the water service has been extended steadily.

In 1909 experiments were made in water purification by ozone, but the results were not uniformly satisfactory. The water is now run through a sand and alum filter and sterilized with chlorine gas.

Sewage System Long Delayed.

Proper sewage arrangements for the town were slow in establishment.

In 1870 a stone drain, costing $5000, was built from the river south up Lindsay Street to Kent Street and thence west along Kent to about the present Post Office. This provided drainage for the swampy cellars of part of the business section. No further sewerage was attempted for another quarter of a century

Shortly after the installment of the waterworks in 1902, the popular demand for sewage accommodation became vocal, and Willis Chipman, C.E., of Toronto, was engaged by the town to make a sewage survey. His report, rendered in September 1902, divided the town into six drainage areas —(1) a small northwest area; (2) a 1200-acre Brewery Creek area, separated from (1) by a line from the highest point of land on the western boundary to the point where the Scugog crosses the northern boundary and from (3) by a line from the corner of Kent and William streets to the corner of Durham and Cambridge streets, and thence south to the southern boundary; (3) a 200-acre Lindsay Street Creek area; (4) a strip varying in width from 700 feet to 1500 feet, along the west bank of the river from Huron Street to the southern boundary; (5) that part of the East Ward west of a line drawn north northeast from the south end of St. Patrick Street; (6) that part of the East Ward to the east of the same line. To serve areas (2) and (3), the principal portion of the town, he proposed building two trunk sewers, one from Sussex Street along Kent, Cambridge, Wellington and William streets and emptying into the river at the foot of Francis Street, and the other north down Lindsay Street. All drains were to empty below the locks, where a minimum current of 10 feet per minute and an average discharge of 20,000 cubic feet per minute were considered sufficient for sewage disposal until the population exceeded 13,000. The sewers, too, were for sewage only. Storm water was to be left to the Wellington Street drain and the Kent Street storm sewer.

The cost of the Chipman system was estimated at $50,000, and as the town was suffering from the effects of execrable management in earlier years, the council did not dare to undertake a work of such magnitude. Indeed it was not until 1908 that any sewerage construction was begun at all, and the first vote then was only $1500. Continuous but steady development has been going on ever since.

Summary of Public Utilities.

Today, there are some 1713 private dwelling-houses in Lindsay. Figures secured from public utility officials show that 1191 (or nearly 70%) have sewerage and waterworks connection and that 1391 (or over 80%) are lighted by electricity.

The Streets of Lindsay.

The streets of the town were long notorious as sloughs of despond. The townsite consisted, for the most part, of cedar swamp and the roads seemed mere stretches of bottomless bog. The late Charles Britton, who came to Lindsay in 1837, often claimed to have run a pole twenty feet straight down in the centre of Kent Street without striking solid ground, and even the present generation can remember wagons being engulfed axle-deep in the rich mud of the road.

From 1880 to 1910 many unsatisfactory experiments were made with macadam, which persisted in sinking quietly to unknown depths. Five blocks of asphalt pavement were laid down on William Street North in 1910 and gave immediate satisfaction. From 1913 to 1918, during the mayoralty of Richard Kylie and chiefly because of his insistent advocacy all the main arteries of traffic were paved with asphalt or concrete. Thanks largely to Mr Kylie Lindsay has now over twelve miles of permanent roadway and has passed at one stride from the worst to the best. It is probable that no town of its size in Canada has now such superlatively good thoroughfares.

Prior to 1883 the town was bare of shade trees. In April of that year, an Act introduced by the Hon S C Wood provincial member for South Victoria authorized a government bonus of twenty-five cents for each tree planted. The town council supplemented this with a subsidy of fifty cents for each tree and tree planting became the order of the day.

No thought was given to parks until May 1901, when the Board of Trade undertook the development of the south half of the Kent-Sussex-Peel-Victoria block. This "Victoria Park" was now levelled and seeded for the first time in 1907. Richard Sylvester sold the town, for park purposes only, the major portion of the north half of the same block, asking for it only $200, the price he had paid for it twenty five years before.

During the mayoralty of Mr Kylie, a "Memorial Park" was acquired in Ops township on the banks of the Scugog and time and care will doubtless transform it into a beautiful picnic resort.

A Shelter for the Aged

The first step towards caring for the aged indigent of the town was made in April 1888 when a frame building on William Street opposite Mahlas foundry was rented by the town as a Home for the Aged. A matron Mrs G B Helps was placed in charge and supervision handed over to a Central Charity Committee. Mrs Goodwin, Mrs Neelands and other lady directors were very active in this work.

In 1895, the inmates were transferred much against their will to the Mansion House building on the southeast corner of Glenelg Street and Victoria Avenue.

Meanwhile, a much larger institution which would accommodate the indigent of the whole county, had been planned by the county council. In 1890, 1898 and 1900, elaborate investigations were made and the councillors were unanimously in favor of taking action but in each case the necessary by-law was defeated when put to the vote of the people. Finally in June 1903, provincial legislation made it compulsory for all county councils to build Houses of Refuge before 1906 and action was forthcoming at last.

In October 1903 a committee of nine went on a tour of inspection of charitable institutions in other counties and decided to adopt the plans of the Lambton county House of Refuge at Sarnia As a site seventy acres on the Curtin farm, lot 15 Con V Ops just southwest of Lindsay, was purchased for $7 425 The building contract was let to W McLean of Woodville for $25,000 Waterworks and sewage systems were laid down in 1904 and the buildings set up in 1905 The main building was a three-storey structure of red brick designed to accommodate 75 inmates It was heated by steam and ventilated by an electric fan system The cost of land buildings and equipment totalled $47 250

The institution was formally opened on October 25 1905, by the Hon J W Hanna Provincial Secretary and Dr R. W Bruce Smith Inspector of Prisons and Charities The first keeper was Robert G Robertson, and the first matron Mrs Robertson, his wife

The Mansion House building, which was now vacated, was turned over as a Children's Shelter to the Children's Aid Society of Victoria county This society had been incorporated under the Gibson Act in January 1895, with Duncan Ray as its first president and Dr W L. Herriman as its first secretary

A Munificent Memorial Gift,

Lindsay was virtually without hospital accommodation until 1902 when it suddenly received one of the finest small hospitals in all Canada

James Ross, a Montreal millionaire offered in 1900 to build a hospital in memory of his parents who had lived for many years in Lindsay provided that town and county would guarantee its maintenance The offer was accepted and a site purchased on the northeast corner of Kent and Angeline streets Here on a high grassy knoll 300 feet back from Kent Street, there rose during 1901 and 1902 an imposing building of red brick based on foundations of white Longford stone A main two-storey building 60 feet by 40 feet was flanked by east and west wings each 26 feet by 22 feet Every precaution was taken to make fire impossible. The frame consisted of steel girders; the floors were of English tile laid in cement the main walls were of brick the partition walls of steel lath attached to iron studding and the ceilings were sheet steel imbedded in cement,

The new building was opened by the donor with a golden key on November 27 1902 The first Board of Governors comprised the following —Chairman J D Flavelle Secretary-Treasurer J R McNeillie; Directors, John Austin, George Ingle Thomas Stewart Robert Bryans, and Mrs J C Grace

The first Lady Superintendent was Miss Scott, who was assisted by a head nurse and four nurses-in-training. Miss Scott was succeeded in October 1905 by the late Miss N. M Miller of Brockville, and the latter on her demise in 1921, by Miss Reid of Lindsay

Mail and Music

Two other buildings worthy of mention are the present Post

Office and the Academy of Music

From 1861 to 1888 the post office was a modest frame building which still stands on Lindsay Street South next to the skating rink. A new building of brick was promised by the government in 1887 and the choice of a site wavered between the old English church lot (the present location) and Britton's corner The former site was criticized as being too far west and out of the centre of the town and a referendum brought on by frantic disputants gave a popular majority of 239 in favor of Britton's corner It seems however that the referendum was out of order and that the federal Post Office Department had already purchased the other site The criticisms of 1887, moreover, are no longer valid, for Lindsay like most towns and cities in the northern hemisphere, has grown steadily towards the west and north, so that the Post Office is now quite central The advent of street delivery in 1919 has further shelved the question

Work on the Post Office was begun in July 1888 Limestone for the foundations was towed to Lindsay on scows from the Big Island quarries on Pigeon Lake The main building constructed of red brick, was 66 feet long by 51 feet wide by 60 feet in height The structure was finished off with a tower and a mansard roof There was also an eastern wing 57 feet by 22 feet A recent reconstruction has not altered the main outlines of the building

The Academy of Music built in 1893 was more urgent than the Post Office In the sixties Thomas E Bradburn had built a two-storey west wing on the town hall, and had leased it to the town council The upper floor was used as an Opera House Though painfully inadequate it was all that the town knew for a quarter of a century

The Bradburn lease was to expire in 1893, and in 1893 a joint stock company initiated by R J Mitchell and F Knowlson, prepared to put up a modern Opera House on the southeast corner of Lindsay Street and Kent Street East Work was begun in July 1892 under the contractorship of William White of Lindsay The plans of the architect W Blackwell of Peterboro, called for a four storey building of red brick 130 feet long by 55 feet wide The stage was 54 feet in width by 28 feet in depth and the proscenium arch was 28 feet in height The auditorium was vaulted over with a magnificent domed ceiling The seating capacity consisted of 502 in the gallery 334 in the stalls and parquet and 18 in the boxes or a full house of 850 in all.

An opening concert was given on the night of January 5, 1893

A Few Municipal Statistics.

The present population, according to the civic tax-rolls is 8925, and the assessment of taxable property $4 252 942 00

The levy for 1921 is 44 3 mills on the dollar and provides for the following expenditures —(1) $38 867 41 as payment to the county One half of this amount was to be applied on the county road system, (2) $52,255.77 for Public and Separate Schools, (3) $17,328.43 for the Collegiate Institute, (4) $44,430.19 for Debenture Debt and interest. This includes the missing railway bonuses consolidated in 1891, industrial bonuses, and local improvement financing, (5) $2,808.80 for the Public Library, (6) $47,295.08 for the miscellaneous expenses of municipal government.

The Record of the Press

The present Lindsay newspapers, "The Watchman-Warder" (weekly) and "The Evening Post" (daily), are not only the oldest survivors of a long line of journalistic enterprises in the county; they were actually among the earliest in point of establishment.

In 1853 a joint stock company consisting of Messrs. Cottingham, Irons, Stephenson, McQuade, and others set up a weekly "Metcalfe Warder" (Conservative) under the management of Joseph Cooper and Joseph Twell. Cooper had served his apprenticeship on the Dublin Warder, and to that fact the new paper owed its name. It became the Omemee Warder in 1857, when the village changed its title.

The "Canadian Post," a Liberal weekly, was begun in Beaverton in 1857 by C. Blackett Robinson and moved to Lindsay in 1861.

According to a Canada Directory issued in 1857, the field here had already been occupied by the "Lindsay Advocate" (independent) under Edward D. Hand. The Lindsay "Herald" (Conservative) joined these two in 1865. Then in 1866 the Omemee Warder, finding its position financially unstable, was spirited away by night and set down in Lindsay as the "Victoria Warder." Finally Peter Murray and W. M. Hale began the "Lindsay Expositor" in 1869.

Only two of these papers survived. The Herald and the Expositor died in infancy, and the Advocate sold out its equipment to the Post and the Warder in 1870.

In that same year Robinson moved to Toronto and founded the "Canada Presbyterian." The Post was left in the charge of his brother-in-law, George T. Gurnett, until 1873, when it was taken over by Charles D. Barr, night editor of the Toronto "Globe."

Four years later, Cooper sold the "Warder" to John Dobson for $5,333, and Edward Flood was made editor. Samuel Hughes of Toronto became proprietor and editor in 1885. Leading local Conservatives were soon dissatisfied with his management of the paper and backed Joseph Cooper in establishing the "Watchman," another Conservative weekly, in 1888.

For two or three years the local press indulged in orgies of Billingsgate probably unique in the annals of Canadian journalism.

In time Cooper sold out the Watchman to George Lytle, who, in 1889, bought up the Warder as well and amalgamated the two papers as the "Watchman-Warder." Lytle was succeeded as editor by Allan Gillies, who, with the assistance of Ferd Maynes of the Stratford Herald, launched a "Daily Warder," commencing May 1, 1898. John W. Deyell, B.A., has since become manager.

Meanwhile C. D. Barr was appointed county registrar in 1891 and the Post was taken over by George H. Wilson of Port Hope on July 1, 1892. The weekly edition was supplemented by a daily "Evening Post" beginning April 3, 1895.

Two new rival papers were founded in 1895 and 1908 but were short-lived. Sam Porter, of the Post staff, published a "Lindsay Newsitem" for a few weeks in 1895, and a "Free Press" started on May 8, 1908, by J. V. McNaulty and R. J. Moore gave up the ghost on February 20, 1909.

During and after the Great War of 1914-18 newspaper costs became so crushing that the proprietors of the Post and the Watchman-Warder entered into an agreement by which, after Sept. 30, 1920, the former abolished their weekly edition and the latter their daily edition. This arrangement is still in force.

The staffs of the local papers have had several distinguished graduates. Samuel Kydd, once with the Warder and the Advocate, became editor of the Montreal Gazette in 1909, while the late W. M. O'Beirne, 30 years editor of the Stratford Beacon, the late S. J. Fox, M.P.P., the late J. T. Johnston of the Toronto Type Foundry, and F. H. Dobbin, 27 years Managing Director of the Peterboro Review, all served with the Post.

Newspapers have also carried on elsewhere in the county. After the departure of the Warder, Omemee had its "Herald" and "Mirror," both now defunct. In Bobcaygeon, the "Independent," founded by E. D. Hand in 1870 and published for many years by the inimitable Charles E. Stewart, has a current circulation of 750. Fenelon Falls has had the "Gazette" and the "Star." The latter is no more, but the former, set up by E. D. Hand in 1873 and now run by the Robson Bros., survives with 600 subscribers. Woodville long had its weekly, the "Advocate," founded in 1877 by Cave and Henderson, but this paper has since been amalgamated with the Beaverton "Express."

Half a Century of Sport

The past fifty years have seen great local interest in athletic sports of every kind. Perhaps no other factor in civic life has done more for the health and the democracy of the town, for participation has been general and the spirit of snobbish exclusiveness conspicuously lacking.

Water sports may conveniently be dated from the formation, on May 4, 1874, of the Victoria Boat Club. This club sought to encourage canoeing, rowing and yachting, but specialized in the latter. Some of the yachts which took part in the enthusiastic contests of the time were the Wide Awake, the Wave Crest, the Breeze, the Spray, the Ruby, the Mazeppa, the Wave and the Emma.

The lineal descendant of the Boat Club was the Lindsay Canoe Club, which in 1884 built a large two-storey club boat house at the foot of Kent Street East. The ground floor was stored with canoes and skiffs and the upper floor fitted up as a gymnasium. The pennant of the club consisted of a white diamond set in a crimson-bordered blue field and inscribed with a figure of a green bull-frog rampant

This totem has been appropriated in recent years by Sturgeon Point but is less appropriate there than in Lindsay

"Where Pengog rolls its turbid tide
And bull frogs bellow on the marshy side"

In 1889, the Lindsay Canoe Club was the largest in the world but its decline soon followed with the development of Sturgeon Point and the development of the power launch, which made it possible to travel by water without work.

Among winter sports, curling is preeminent. The Curling Club is a great force working for civic democracy, for here citizens of every creed, race, occupation and condition of life play together in the utmost goodfellowship.

The club was first organized on December 11, 1876. Its original members were J Watson (president), G H Bertram, D J McIntyre, J M McLennan, J Maithie, W Needler, S A McMurtry, H Gladman, Rev J Hastie, and J D Flavelle.

The first season was spent in a rink on Victoria Avenue rented from Thos Fee. By the season of 1877-78 the club was housed in a rink of its own on Russell Street. The present Peel Street rink was built in 1885.

In 1908, after 32 years of play, the club had won more prizes and competitions than any other club in existence. A few only of its achievements are—the open event for all Canada and the U S A at Montreal in 1884, the Ontario Tankard 5 times in 13 years, the Governor-General's trophy 4 times in 13 years, the Royal Caledonian Medal 3 times in 6 years, the International Cup 3 times in 13 years, and the Ontario Curling Association Medal 6 times in 13 years. The doyen of the club is of course Mr J D Flavelle.

A Lindsay Snowshoe and Toboggan Club was organized on December 11, 1885, with C E L Porteous as president and W A Wilson as secretary. The club built a toboggan-slide on Lyons' hill in the North Ward and was active for several winters.

A Lindsay Skating Club Company, formed in December 1883, built the present Lindsay Street skating rink. The management comprised J A Barron (president), J D Flavelle (vice-president), and F C Taylor (secretary-treasurer).

Hockey now began slowly to develop. The climax was reached in March 1909 when the Lindsay "Midgets" won the Intermediate Ontario Hockey Association championship by defeating the Stratford "Midgets" 7—2 in Lindsay and 5—3 in Stratford. The successful team consisted of the following:—Basil Newton (goal), Leon Keyt (point), Clifford Sullivan (cover), W Stoddard (rover), Kenneth Randall (centre), Reg Blomfield (left) and Fred Taylor (right).

Summer field sports have included cricket, lawn tennis, rugby football, baseball, and golf.

The high water mark in cricket was attained on August 7, 1883, when the Lindsay cricket team defeated Toronto on the local school grounds by eight wickets. The Lindsay eleven were O F Hall, M Boyd, J C Grace, G Hallett, J A Barron, W Grant, W Jones, J B.

Smith C Veitch R McLennan and E Mosgrove

The first tennis club was organized on July 21 1884 with C E L Porteous F Harman, S A McMurtry J D Flavelle and T Dean as an executive The club was revived again in 1888 Grounds were secured on the southeast corner of Russell and Mill streets, an up to date club house built and three courts developed under the picturesque old elms which embellished the grounds Matches were played against teams from Millbrook Port Perry, Uxbridge, and elsewhere The three outstanding local players were Peter Kennedy L V O Connor and C H Sootheran All three played in the provincial championship matches at Toronto and Sootheran in 1911 defeated the champion of Idaho in the finals for the singles championship of Spokane Washington

A Rugby football club was organized in Lindsay in 1882 by W H Simpson but met with no outstanding success until November 27 1905 when with a season's record of four wins and no losses it won the Junior Rugby championship of Ontario by defeating the Capital team of Toronto by 5 to 3 The Lindsay fourteen comprised the following —full-back Sylvester, halves B. Green Cotton, F Green, quarter Killen scrimmage McQuarrie Dougan Newton wings McHugh Hoyt Conway Mordie McKenzie, McGregor

In baseball the day of greatest jubilation has probably been October 5 1904 when Lindsay won the pennant of the Midland League by defeating Bowmanville 10—7 The Lindsay players in 1904 were Clemmens, Leanon, Little Marks Menzies Miller, McGill, McLaglan Stalker and Workman

A golf club has been in existence for a score of years and owns an admirable golf course and club house just west of the town. The expense attendant on the game involves a danger happily not yet realized of its becoming the one undemocratic sporting organization in a splendidly democratic town

Chapter VII.

The Record of the Rocks

The changes wrought in the appearance of Victoria county by a century of Anglo-Celtic civilization are surely startling. Yet the inconceivably great epochs of time which lie in the geological past of the world saw stranger sights yet and we must know this earlier history of the county if we are to understand some of the commonest features of the landscape of our own day.

Norland on the Pacific Coast of Greenland.

Some fifty millions of years ago in the Ordovician Period of the world there were only three great continents, none of which corresponded to the great land masses of today. An "Indo-African" continent comprised modern Africa, Asia Minor, Arabia, India, the East Indies and the whole vast intervening bed of the Indian Ocean. A "Brazilian" continent included the northern half of South America, the West Indies, and the Appalachian system of the United States. And a third or "Greenland" continent stretched from Quebec on the west and Greenland on the north over the whole of the North Atlantic to Scotland, where a lofty range of "Caledonian Mountains" was washed on the east by the Pacific Ocean (for most of modern Europe and Asia was still under water). At the southwestern end of the Greenland continent, an "Algonkian Peninsula" ran across Northern Ontario and up west of Hudson Bay as far as Coronation Gulf. From this peninsula a projection ran south into the "highlands" of Old Ontario. The central and western parts of North America were not yet in existence and the waves of an even greater Pacific than that of today rolled over South Victoria to break on the stern granite shores of the continent near Uphill, Norland, Dongola and Burnt River. Had modern man lived at that time he could have sailed straight west from Norland to Edinburgh, Scotland without changing his course. And had he sailed eastward he would have witnessed tremendous volcanic eruptions in Nova Scotia and New Brunswick then at the extreme north of the Brazilian continent. However, man was not yet on the earth. The highest forms of life were still only molluscs which, in some cases, had shells fifteen feet long.

Practically all land at this time was granite rock formed by the original cooling of the earth's surface and now emerged from beneath the oceans as three great mountainous continents. The sterile hills of North Victoria and Haliburton are thus part of one of the oldest mountain systems in the world beside which the Rockies and Alps are only healthy babies of yesterday. Rivers among these hills brought down great quantities of silt and mud which were deposited in the ocean depths in South Victoria. Here pressure and heat transformed this sediment into limestone. Two successive formations are usually noted. The oldest is known commonly as the "Black River" but is now described by scientists as consisting (in this county) of Coboconk, Leray and Lowville limestones. These strata outcrop chiefly to the north of the Kawartha lakes. The later formation, however, the "Trenton" limestone, now overlies the Black River in parts of South Victoria.

By the advent of a somewhat later epoch, the Carboniferous, in which most of the important coal beds of the world were formed, southern Ontario and most of the western provinces had risen above the sea, thus joining themselves to the Greenland continent. Lindsay and the limestones of its district were now inland instead of beneath the ocean, and the waves beat on a new coast somewhere in Ohio and New York State. Never again was Victoria County submerged, and as a result we have no coal beds and no fossils except those of the very earliest times. Districts, however, which were submerged in the Carboniferous epoch show wonderful vegetation. There were no flowering plants, but ferns were sixty feet in height, horse-tails were ninety feet, and clubmosses actually grew to be five feet in diameter and one hundred feet high. Some forms of fish and some insects were abundant, but the higher classes were still missing.

Two further epochs, each a million or so years in length, brought little change, but in the Jurassic Period huge reptiles ruled the world. In the lakes and seas swam the Plesiosaurus, ravenous, long-necked, forty-foot lizards with fins and a fishlike tail. On land waddled the monstrous Dinosaur, one hundred scaly feet in length. And the sky was darkened by hideous flying lizards. It was an age of nightmares, and its chimaerical forms of life would stagger belief were it not for the unanswerable fossil records laid bare in Wyoming and other parts of the Middle West. There is no doubt that these monsters roamed hungrily abroad in the fern forests of Omemee and Lorneville, but there erosion had its own way during the fifteen million years that came after, and swept away all traces of this early life which different conditions have preserved elsewhere.

In the next period, the Cretaceous, real sea serpents seventy-five feet long swam along the ocean shore not far south of Ontario. The Eocene period, following that again, was marked by a complete disappearance of all the great reptiles. At this time Europe, America and Asia were all joined together.

The Great Limestone Cliff.

Later periods, the Oligocene, Miocene and Pliocene, saw North America gradually take on its present shape. During all these epochs, commencing in Carboniferous times, the forces of erosion had been busy in Ontario. Between the granite and the hard superimposed Black River limestones, and between the latter and the hard Trenton limestones, soft sandstones and shales had been laid down. As water, frost, and air carried out their slow work of destruction these soft rocks were eaten away more rapidly than the others and so created two broad plateaus of hard limestone, each faced on the north (eroded) edge by a precipitous cliff ranging from 15 to 150 feet in height. These cliffs known technically as "cuestas" are still quite distinct today, although obscured in places by later glacial drift.

The Black River cuesta has been noted by many geologists. It lies on the border between the limestone country and the granite country, and can be seen near Head Lake, in the Gull River valley above Coboconk, in the Burnt River valley and at many other points.

The Trenton cuesta is a contribution of my own to the study of Ontario physiography. (For technical discussion see my article in the Canadian Mining Journal, Vol. XLII, No. 11, pp. 213-214.) It lies to the south of the Kawartha lakes, outside of the region of economic minerals, and it is doubtless for that reason that it had hitherto been overlooked.

It can be traced best by starting just at the left of the Grand Trunk Railway at Mackenzie's Crossing, four miles north of Lindsay. Here it appears on the Dark farm, crosses the Fenelon Township boundary and then turns west, paralleling McLaren's Creek as far as the 2nd Concession of Fenelon. The so-called "Fenelon Hill," north of Lindsay, is chiselled down the face of this cliff, which is some millions of years in age. On Concession II, Fenelon, McLaren's Creek passes out through a wide valley in the escarpment. The latter turns north here and is easily traced as far north as Lot 10, Concession III, where it strikes west till due north of Cambray village. Here great glacial deposits of sand and gravel obliterate it, but it is found again just west of Islay. From Lot 15, Concession I, Fenelon, it cuts across to Lot 7, Concession XI, Eldon, just west of the township boundary, where it shadows the Glenarm road quite prominently. Thence it runs north till a little past Glenarm, then bends around to the west as far as Lot 10, Concession VIII, Eldon, where the C.P.R. passes through it. On Lot 10, Concession VII, a creek, tributary to Balsam Lake, passes out through a swampy valley. The cliff next proceeds up the 7th of Eldon as far as Balsam Lake Station, where it forms a very bold bluff before turning on a southwestern stretch towards Argyle. At Argyle is another stream valley, but on Lot 11, Concession II, Eldon, the cuesta appears again and runs west into Ontario County on the 5th Concession of Thorah.

Every foot of this thirty-five miles of Trenton escarpment west from the Scugog River to Ontario County I have explored personally on foot or by bicycle. East of the Scugog I have not yet followed it up so carefully, but I have located it at several points as far east as Pigeon Lake, and have no doubt that it is practically continuous right across the county. The Scugog flows out through a wide valley, but the cliff reappears on the Brien farm, just north of "Tilly town," and runs northeast behind Pleasant Point. It is steep here but not precipitous. Following Sturgeon Lake for some distance it turns down steeply west of Emily Lake, reappears to the east of Emily Creek, and, after circling north somewhat, runs down the west shore of Pigeon Lake. Here, on lot 18, Concession X, Emily, is the last outcropping which I have mapped personally.

Scugog River Once Flowed South.

In the Pliocene Period all rivers in this part of the country ran south or southwest, passing through the escarpment and the plateau which it borders by wide steep-sided rocky valleys. None of the present local lakes were in existence. Two small streams which rose northeast of Fenelon Falls and near Bobcaygeon respectively flowed southwards down the centre of the two modern arms of Sturgeon Lake and joined their waters two miles south of Sturgeon Point to form the Scugog River. The Scugog then proceeded south a little to the west of its present course. The business section of Lindsay was directly in the river bed. The river reentered present water channels about the Scugog Lake shore boundary of Mariposa Township and then flowed south to the east of Scugog Island and out by Myrtle on the C. P. R. The modern Scugog Lake was then not in existence.

Another river, the modern Burnt River, had the same upper course as today, with its Gelert and Irondale branches. There was no Cameron Lake and the old river crossed its present bed from the northeast to the southwest corners. Fenelon Falls was a low limestone ridge over which no water passed, for the river flowed southwest through a great gap in the escarpment three miles north of Cambray village and on through Goose Lake on the Mariposa-Eldon-Fenelon boundary. About four miles straight north of Oakwood it was joined by another river whose main stream was the Gull River flowing down through Coboconk. This latter river was augmented in what is now the bed of Balsam Lake by tributary streams from Northwest Bay and Corben Creek. It then flowed south, penetrating the great cliff by a steep gorge a mile and a half straight south of Glenarm. The combined waters of the ancient Gull and Burnt Rivers proceeded southwest along the upper valley of Mariposa Brook and left the county near Manilla Junction.

Still another river began in twin streams which rose in Head Lake and Deer Lake, Laxton Township, and flowed down the upper water-courses of Perch Creek and Talbot Creek respectively, then formed a junction near Kirkfield, and passed to the southwest near Argyle and Lorneville.

All these rivers were of very long duration and had worn wide permanent channels through the hard limestone plateau which sloped gently towards the south. At many points the edges of their valleys are still discernible, and the ancient drainage system was mapped out by scientists nearly a score of years ago.

Lindsay Under a Mile of Ice.

At the close of the Pliocene Period, about a million years ago, there came a time when the northern half of the continent, as far south as Ohio, was covered by an immense glacier. The cause of this glaciation is sometimes ascribed to a diminution of carbon dioxide in the air and sometimes to a great periodic wobble in the earth's axis which, so they say, shifted the earth's zones for a time. Whatever may have been to blame. Lindsay was crushed under an almost imperceptibly moving sheet of ice a mile in depth. Several of these Ice Ages followed one another with temperate periods in between.

The chief result of the glaciers was the smothering up of the older drainage systems. Clay, sand, gravel and boulders were scoured from off the land farther north and deposited over the countryside. Almost the whole aspect of this area today, apart from the limestone outcroppings already described, is the result of these glacial deposits. Typical sand and gravel ridges are found on Lot 10, Concession IX, Eldon, whence the Port McNicholl line drew ballast in construction days; on Lot 11, Concession II, Fenelon, two miles north of Cambray; on Lot 23, Concession VII, Fenelon, on the southwest shore of Cameron Lake, and at the Lindsay sandpits. Much more important was the formation of a great range of morainic hills running east and west a few miles from Lake Ontario. This range is nearly twenty miles across from Mt. Horeb and Omemee to Orono and Rosemount, and extends from Orangeville as far east as Trenton. It blocked the old river systems completely, and today all the drainage waters of Victoria, Haliburton and Peterboro counties must push far to the east until nearly north of Trenton, before they can slip past this great barrier. But some blockage took place farther north even than the Durham hills. The river channels straight south past Glenarm and Cambray were choked up. The Gull River filled the broad shallow basin of Balsam Lake and slopped over at the lowest point, at Rosedale, into the next river basin. As this, too, had been blocked, the water spread out to form Cameron Lake until it spilled for the first time over the limestone ridge at Fenelon Falls into the next valley. Here, again, the Scugog channel was so clogged up with glacial rubbish that the water had to form Sturgeon Lake and overflow across a limestone rim at Bobcaygeon. More than this, the valley of the Scugog was so filled in that a shallow puddle at its southern end, the present Scugog Lake, is actually eight feet above Sturgeon Lake, which lies in the higher levels of the old preglacial valley. It is just possible, however, that before the Bobcaygeon channel wore down to its present level the Scugog valley was flooded and the two lakes joined for a time.

Ancient Niagara River at Fenelon.

However, before the drainage system took on permanently its modern form, there intervened a short period when this region assumed considerable importance. It was just at the close of the last glacial epoch. A great barrier of ice, slowly melting northward, lay across the granite highlands from the Adirondacks to North Bay and Lake Superior. Lake Iroquois, larger than the Lake Ontario of today, occupied its present basin and much adjoining territory as well, and had its outlet near Rome, New York. Lake Algonquin, a much larger lake still, took in most of the basins of Huron and Michigan, and covered considerably more land to boot, for the pressure of the great ice sheet just to the north had pushed the surface of the earth hereabouts much lower than before or after. A broad bay of this lobe ran down from the northwest into what is now Lake Simcoe. Another bay ran east from near Rohallion. This bay had a very irregular outline. It formed narrows between Kirkfield and Victoria Road, then expanded into a larger Balsam Lake and spread out into the Cameron Lake basin as well. Deep embayments ran up all the old preglacial river channels to north and south. Just south of Rosedale was an island two miles long. As the shore of Lake Algonquin lay just east of Bolsover, Horncastle, Carden and Uphill, this Rohallion bay was thus about sixteen miles in length, terminating at Fenelon Falls.

Through it for a long time passed all the waters of this upper lake system, which, at this period, emptied down through the Kawartha Lakes into Rice Lake, then a bay of Lake Iroquois. The first fall was at Fenelon, where this "Algonquin River," a mile in width, roared down thirty feet (instead of the present twenty-three) into Sturgeon Lake. The bared rock floor and undercut banks of this great river may still be traced in the neighborhood. Sturgeon Lake was a little larger than at present, but very similar in shape. At Pleasant Point the first slight rise on the road to Lindsay, just at the edge of the swamp behind the summer cottages, marks the older shore of the lake. Gravel beaches and bars have been located near all the shores of the present lake, in no case more than a mile from the water. At Bobcaygeon came a second fall, this time of only six feet, instead of the seven of today. The wide, strongly scoured rock-floored channel, grown up here and there with juniper, is even clearer here than at Fenelon Falls.

Even at this late period, some 30 000 years ago, the mammoth, a huge woolly elephant with curved tusks ten feet long, trumpeted defiance through the subarctic spruce forests of Woodville and Coboconk, and herds of caribou ranged from Omemee to Kirkfield. Nor were human hunters lacking for such tremendous game, for along with their bones in the deep Iroquois beach deposits north of Toronto have been found the flint weapons of Indians.

But change came gradually and inevitably. As the great ice barrier to the north melted away and removed its weight, this whole region tilted up towards the north, so that Fenelon Falls, which was formerly lower than Sarnia, is now 200 feet above it. As a result, Lake Algonquin was poured back to the present Georgian Bay shore line and found a new, lower outlet by way of St. Clair, Erie and the Niagara River.

Strange True Geological Wonders.

Men in these latter days seem to have lost their capacity for wonder. The unseeing eye was probably never so common as in these times of supposed enlightenment. Yet surely we can force a momentary thrill by remembering that Norland and Burnt River were once on the Pacific coast of a great Greenland continent; that the Scugog River once flowed south; that Lindsay was once buried under a mile of ice, and that the Niagara River of a former age foamed down through Fenelon Falls and Bobcaygeon.

Chapter VIII.

Annals of the Red Man.

Scattered broadcast over our countryside lie the evidences of an earlier civilization than our own. The removal of primeval forest by the pioneers of last century laid bare the bones and potsherds of a vanished race, and even yet the plough turns up their tools and weapons and furrows through earth that is blackened by the ashes of their village fires. A few of these traces belong to a people whose diminished descendants still linger on to fenced off corners of our land, but by far the greater number must be ascribed to times much more remote and to tribes of somewhat different culture. For the aboriginal folk now with us did not enter these hunting grounds until the second quarter of the eighteenth century, while most of the village sites in Victoria County are surmounted by huge pine stumps whose age pushes back the antiquity of occupation to the fifteenth and sixteenth centuries.

Who These Ancient Villagers Were.

In identifying these ancient tribes we are not altogether left to guesswork, for the journals of the first white explorers in America, coupled with the diligent researches of modern archaeologists, have rescued their identity and culture from the twilight of speculation.

In 1498, the Cabots explored the Atlantic coast of America from Newfoundland to Cape Hatteras. In 1535, the French navigator Jacques Cartier, first ascended the St. Lawrence basin as far west as Montreal. At this time the northeastern part of North America was peopled by two great races of Indians. The Algonquins were spread throughout Indiana, Illinois, Michigan, Wisconsin, all eastern Canada except Southern Ontario, and all down the Atlantic coast. These included the Blackfoot, Cheyenne, Arapaho, Cree, Shawnee and Ojibway tribes and half a hundred others. It was these Algonquins who made life perilous for the English and Dutch settlers along the eastern seaboard. Lying like an island in the midst of these Algonquin peoples lay a second great race, inferior to them in numbers but superior in culture and social organization. This was the Iroquoian or Huron Iroquois race, who occupied modern Ohio, Pennsylvania and New York, and that part of Ontario lying south of the granite highlands. This race included the Cherokees, Susquehannas, Eries, Neutrals, Tobacco Nation, Hurons, and the Iroquois Confederacy of Mohawks, Oneidas, Onondagas, Senecas and Cayugas.

The orthodox theory of modern archaeologists assigns to the whole Iroquoian race an original source in a limited area centred about the

mouth of the Ohio River. Here they evolved their typical civilization dwelling in stockaded villages, tilling the soil and developing an advanced societal organization. To the north, in central Ohio, lived the mysterious Mound builders whose monumental works still persist to mystify a later generation. Beyond the Mound builders lay a host of Algonquin tribes. About the 13th century the Iroquoians entered on one of those wholesale migrations which occur so often in the history of primitive man. The Mound-builders felt the first edge of their aggression and were exterminated except for a few who were absorbed or driven northward into Ontario. Their presence here is attested by the famous Otonabee serpent mound on the north shore of Rice Lake and perhaps by two small mound graves on the south shore of Ghost Island, Balsam Lake. The stream of Iroquoian migration now split up into two main currents. The Iroquois pushed eastward into the State of New York and settled there. The Hurons, the Tobacco Nation and the Neutrals crossed into Ontario and drove out the Mound-builder refugees and their Algonquin patrons. The Hurons apparently pressed on down the St. Lawrence valley to Montreal, and here in 1535 Cartier found their villages and conferred with their chiefs.

This was the time at which Victoria County supported its largest Indian population. Between the sterile granite wilderness of Dalton and Longford on the north and the morainic hills of Durham on the south lay country well suited for a Huron civilization. The soil favored their slender crops. Lakes and rivers gave them fish and convenient trade routes. The forests in all directions swarmed with game. Every natural factor invited occupation and today some fifty five Huron village sites have been located throughout the county.

Doubt is sometimes cast on the identity of these Huron tribes and some recent writers refer to them as Algonquins. Their pottery, it seems, is not of the pure Huron type but is rather a blending of Huron and Algonquin art. The ash beds too seldom indicate the "long houses" popularly associated with Huron settlements. However, Champlain, who passed through the Kawartha Lakes in 1615 and found Victoria County deserted, was told by his Huron allies that they themselves had occupied this territory and had only recently withdrawn to the district west of Lake Simcoe in order to consolidate their position against their Iroquois enemies. This account is corroborated by the reports of the Jesuits who labored among the Hurons from 1623 to 1650. These creditable witnesses assert in their Journal for 1639 that the Rock tribe and Deer tribe of the Hurons had as late as 1550 and 1610 respectively shifted west from Victoria County and amalgamated with the tribes in Simcoe County. This testimony should certainly be final. The differences in pottery designs probably denote extensive intermarriage with Algonquin tribes to the north. This becomes doubly probable when we remember that the Indian women, and not the men, made all pottery. As for the shape of their buildings it is a mistake to insist on "long houses" in Huron villages. The long house was the exception, found chiefly in large, compact towns, while the Jesuits testify that the typical Huron home was square, both the length and breadth being about thirty feet.

Camp Sites in Victoria County

The diligent research work of Colonel George E. Laidlaw of Victoria Road has made it possible to set forth a list of fifty five of these Huron villages. The outstanding difference between these sites and some fifteen others of more recent times lies in the relative scarcity of flints (thus indicating an agricultural life), in the complete absence of iron weapons and other signs of contact with Europeans, and in the great age of the trees which overlay them when first cleared by modern pioneers. Many of these sites are now almost obliterated through long years of cultivation and are only distinguishable by the blackness of the soil in which their ashes are mingled.

The townships of Emily, Ops and Mariposa show no trace of Huron occupation. Whether this absence was actual or whether the present occupants of the soil have failed to report any camp sites to Colonel Laidlaw is uncertain.

For the rest of the county the record stands as follows:

VERULAM TOWNSHIP.—(1) Lot [illegible], Con. 5, R. Mitchell, owner. This is a large site and overlaps upon adjacent lots.

(2) East one half Lot 26, Con. 5, S. Pogue, owner.

FENELON TOWNSHIP.—(1) Lot 1, Con. 3, on low ground about 150 yards south of McLaren's Creek and half a mile west of the Fenelon Road. Messrs. D. Brown and Walden, owners.

(3) Lot 6, Con. 2, on a level bank on the north side of a spring. This is at Cambray village, about three miles from Site No. 1. Owner, Wm. Sinclair.

(3) North one-half Lot [illegible], Con. 1. A small village site on a point of land jutting west into Goose Lake. Owner, G. R. H. Coates.

(4) Lot 10, Con. 1, east of Goose Lake. Owner, Thos. Douglass.

(5) Lot 12, Con. 1, on the top of a high bank nearly a mile northeast of Goose Lake. This was a large village and has furnished many relics. Owner, Neil Clarke.

(6) East part Lot 21, Con. 1, Alex. McKenzie, owner.

(7) East part southwest one-half Lot 22, Con. 1, D. P. McKenzie, owner.

(8) Lot 33, Con. 1, D. Brown, owner.

(9) West one-half Lot 23, Con. 2, Alex. Jamieson, owner. On this site occurs a strange semicircular embankment, twelve feet wide and two hundred and twenty feet long. The camp lay between this embankment and a small stream about eighty yards to the east. Pioneer legends state this earthwork was thrown up by French traders who came in from Beaverton and were wiped out here by Indian enemies. However, immense pine stumps are found on top of the embankment and definitely put the age back four centuries to a period antedating the discovery of America by Europeans. Its position, dominated by high sandy knolls to the west, even makes defence a dubious explanation for its construction. Another suggestion hints at its use in connection with game-drives, but for this its creation would be unnecessarily laborious. Perhaps it was built as a totem mound by descendants of the fugitive Mound-builders or by an Iroquoian tribe

which had absorbed some of their customs.

(10) Birch Point, Balsam Lake being broken front 30 Con 3, Dugald Sinclair owner.

(11) Perrington's, Long Point Balsam Lake, on a hill between West Bay and South Bay

(12) West part Lot 26 Con 4 Archibald McArthur owner

(13) Lots 14 and 15 Con 6

(14) Strewd's Lot 18 Con 6

(15) Lot 23 Con 5 Small camp on knoll Owner, W F. Smitheram

(16) Lot 10 Con 10 Sturgeon Point on rising ground a few yards west of the township line

ELDON TOWNSHIP —(1) Lot 12 Con 10, W. Thornbury, owner. Five miles north of Goose Lake

(2) East half Lot 20, Con 8 D McArthur, owner

(3) Lot 22 Con 3 Large site on high north bank of Grass River Owner, Mr Truman

(4) Lot 23 Con 3 W J Stanley owner. A very compact site at the north foot of Logan's Hill and just south of Butternut Creek

(5) Lot 41 South Portage Road Owner Mr Brace.

(6) Lots 44 and 45 South Portage Road, Semicircular site on high ground on the south side of the range of hills that lies to the south and east of Kirkfield Owner Mr Macdonald.

(7) South end, Lot 53 South Portage Road A mile south of Grass River on the north side of a hill Owner, Wm. Fry

(8) Lot 54, North Portage Road Moses Mitchell owner. Site on a point on the south shore of Mitchell's Lake

(9) North end Lot 60 North Portage Road Small fishing camp near former exit of Grass River from Mitchell's Lake

BEXLEY TOWNSHIP —(1) Lot 1 North Portage Road Rummerfield Hill

(2) Hazelip's Point Lot 2 Northwest Bay Balsam Lake.

(3) Head of Portage, Balsam Lake Block E

(4) Barrock's Block E Balsam Lake

(5) West side of Indian Point Balsam Lake, about three-quarters of a mile from the end Owner J M Carnegie.

(6) West one half Lots 5 and 6 Con 2 Mr Benson owner

(7) Lot 11 Con 2 H Southern owner Site on crest of small tongue of land running into a swamp

(8) Lot 9 Con 3 McKague owner Site on bend of Perch Creek

(9) Lot 5, Con 8 Corbett's Hill Large village strategically placed commanding the divide between Raven Lake and Balsam Lake

(10) Smith's Lot 16, Gull River Range.

SOMERVILLE TOWNSHIP —(1) Lots 56 and 57 Front Range, G Rumney, owner Site on rising ground half a mile east of Big Mud Turtle Lake

(2) Lot 60 Front Range a quarter of a mile from the previous site but on the opposite side of a valley Owner, Mr Wallace.

(3) Lots 69 70 and 71 Front Range, Edward Lee owner On a flat 300 yard ledge fifty feet above the east shore of Big Mud Turtle

Lake.

LAXTON TOWNSHIP.—(1) East half Lots 8 and 9, Con. 9, on the south side of Beech Lake.

(2) Lots 11 and 12, Con. 5, Mrs. Staples and G. Wielerbourne, owners. This village is about 400 yards from the northern edge of the limestone territory, which ends here in an abrupt escarpment.

(3) Lot 12, Con. 7, David Hilton, owner. This site is about 240 rods northwest of the previous one and 50 rods east of Head Lake. The same locality was occupied for a second time at a comparatively recent date. All three of the Laxton sites are on the portage trail from Gull River to Head Lake.

DIGBY TOWNSHIP.—Lot 25, Con. 3, F. Reid, owner. This is on the Head River two miles below Head Lake and is on the same canoe route as the Laxton villages.

CARDEN TOWNSHIP.—(1) Lot 8, Con. 10, Patrick Duggan, owner. On high gravelly hill.

(2) Lot 6, Con. 5, F. Whalen, owner.

(3) Lot 18, Con. 4, John Chrysler, owner. This village covered five or six acres in a valley on the east side of Lower Mud Lake.

(4) Lot 21, Con. 4, close to Lower Mud Lake. Owner, Mr. Boyle.

Thorough search by Col. Laidlaw has failed to reveal any village sites in the granitic regions of Digby, Dalton and Longford. Villages on Lot 2, Con. 11, and Lot 1, Con. 13, Mara Township, are within a mile or two of Lower Mud Lake and were probably closely related to sites Nos. 2 and 4 in Carden.

In addition to the numerous settlements just detailed, there have been listed some forty-eight different localities throughout Victoria County in which Indian relics have been found but in which no ash-beds, the only sure proof of a camp-site, have been located.

It is instructive to note that nearly all these villages were built at some distance from the main lakes and watercourses. The Huron civilization was based on agriculture and was drawn inland by the more favorable soil found there. The menace of roving enemies always overshadowed them, and to rear a conspicuous or unsheltered camp was to court destruction. For this reason, too, their homes were hidden up some wooded glen and fenced about with a natural barrier of marsh or hill. Only an occasional fishing hamlet ventured out upon the shore. It was an age of chronic insecurity. Eternal vigilance was the price of existence. Any hour of the day or night might bring the onslaught of a legion of screaming devils.

Strange Works and Stranger Ways.

The life of these tribes, their homes, food, clothes, tools and weapons, their domestic customs, their manner of marriage, warfare and burial, are all strange to the conceptions of our time. Luckily the Jesuits, who lived among the Hurons at a slightly later period, have given us a full and graphic account of their works and ways, an account whose completeness and reliability render almost superfluous the abundant corroboration of modern archaeological research.

The typical Huron house consisted of a scaffolding of saplings,

about thirty feet in length, breadth and height, and covered over with sheets of bark. Doors opened at opposite ends, and on entering one saw a single room with broad shelves four feet from the ground running along the wall on either hand as in a large sleeping car. Fires were built on the earthen floor down the centre of the room, and the smoke filtered out through a hole in the roof. At night such a Huron lodge would be like a glimpse of hell, a chaos of fire and smoke, with dark, naked bodies strewn around amid a bedlam of shrieking children and snarling dogs. In some of the larger villages a house was sometimes extended to many times its normal length and here the infernal confusion was even worse confounded. From twenty to one hundred families would be mingled together in a welter of noisy lawlessness in which privacy, restraint and decency were inconceivable.

Their staple food was Indian corn without salt, prepared in a variety of unpleasant forms. Dog flesh was highly prized and easily obtained, while the more elusive venison and bear-meat were reserved for times of special feasting. Human flesh was also devoured whenever they were fortunate enough to capture some of their enemies. There was always a prelude of torture, after which the bodies were divided and boiled in kettles. On a single occasion in 1639, one hundred Iroquois prisoners were added to the Huron dietary. The Jesuit missionaries at St. Joseph, twelve miles west of Orillia, were repeatedly urged to join in the feast, and their hosts even threw a cooked portion in through their chapel door.

Agriculture was the foundation of the Huron system of society, yet their methods were very primitive. The land was cleared by alternate burnings and choppings around the base of each individual tree. The charred stumps were left in place and the squaws scratched the ground between them with hoes of wood and bone. The crop consisted of corn, beans, pumpkins, tobacco, hemp and sunflowers. The sunflowers were used only for the purpose of securing hair-oil from their seeds. This hair oil constituted the complete summer costume of one of the Grey County tribes.

The general dress of the Hurons was, however, more adequate, and was formed of skins cured with smoke. The men in summer retrenched to moccasins and a breech clout, but the women were commended by the Jesuits for the modesty of their attire. Girls at dances were the only notorious exception. In winter, the warriors donned tunics and leggings of skin, and on occasions of ceremony wrapped themselves in robes of beaver or otter fur, embroidered with porcupine quills.

Huron women lived most unlovely lives. A youth of wantonness passed quickly into an old age of drudgery. Romantic love and courtship occasionally ascribed to these people by irresponsible sentimentalists in our own day, were smothered out in the hot, dissolute shamelessness of the crowded lodge. Marriage was usually temporary and experimental, and consisted in a girl's acceptance of a gift of wampum. Divorce could be secured at the whim of either party, and as the gifts were never returned, attractive and enterprising girls often amassed a great store of wampum. Before passing final judgment on such customs we would do well to remember that equal licentiousness exists in the modern State of California, where the nominally civilized white population have long recorded two divorces to every five marriages.

Once a mother and established as a permanent wife, the Huron woman became a household drudge, sowing maize, tilling the charred earth, harvesting, collecting firewood, smoking fish, curing skins and making clothing. All pottery was of her manufacture. For this she would take suitable clay and knead it thoroughly with her hands and feet, adding betimes some such tempering material as pulverised shells, quartz or mica. The resultant paste would then be rolled out into long snakelike strips and these carefully coiled up into the form of a pot. As the vessel took shape it was continually smoothed and fashioned inside and out by the bare hand moistened with water. The finished product was a globular urn with a constricted neck and a decorated collar. For its final hardening it was dried and then baked in coals from the fire.

The men's manufactures included their homes, their tools and weapons of flint, their pipes and their birch bark canoes. The fashioning of flint was a quick and simple process. The fragments of stone were first secured by lighting a fire on the bedrock and then throwing cold water on the heated surface. Then from the hollow shaft of a goose-quill would be formed an instrument like a medicine-dropper or a fountain-pen filler, and to its upper end was lashed an animal's bladder filled with cold water. The prospective tomahawk or spearhead was next heated in the fire and held between two sticks while the flint worker touched it here and there with the cold moist quill-tip and splintered off the flakes of rock with great skill and greater rapidity. Some writers have in the past claimed that the cold flint was shaped with a small chisel of bone, but Indians themselves have assured me that the "heat and water method" was the only genuine as well as the only practicable system in existence. Five flint workshops have been located in Victoria County as follows:—(1). On the southwest corner of Ghost Island, Balsam Lake. (2) On Lot 5, South Portage Road, Bexley, on a flat bank near Grass River. (3) On Block C, Bexley, on the shore of Balsam Lake near the Trent Canal entrance. (4) On the west and south shores of Bobcaygeon Island. (5) On Lot 9, Con. 1, Fenelon.

Another product of masculine ingenuity was the wampum. This was a mysterious fabric of white and purple beads made from the inner parts of certain sea-shells from the Gulf of Mexico. Wampum was used for necklaces, collars and bracelets by girls at dances. It also served as currency, and for the confirmation of treaties. The tribal records were likewise kept in strings of wampum, and in such cases beads of different colors and sizes were taken to represent certain syllables, thus making the wampum the equivalent of a written language. Certain men in each tribe were trained to an understanding of this mnemonic system and even today a few individuals remain who can read the wampums.

In summer and autumn the men would engage in their more serious employment, fishing from their birch canoes with bone hooks or

hempen nets, hunting for deer, trading wampum and corn for the fish and furs of their nomad Algonquin neighbors on the north, or risking their lives on some far off foray into the territory of their enemies. But before the New Year all would be gathered in their villages for the winter season of idleness. Gambling, smoking, feasting and dancing now took up their time. Their gambling was a primitive "crap" game played with plum stones or wooden lozenges or even with discs of pottery. No limits existed in their reckless betting, and a man often staked and lost his weapons, his clothes, and his wife. Feasting was entered upon almost as desperately and a Huron host would frequently sink all his substance in providing one superlative banquet to the entire village.

One of the most remarkable customs of the Hurons was their Feast of the Dead, held every twelve years. As individuals died from time to time their bodies were either buried in the earth in a crouching posture or strapped on a scaffold to a tree. These obsequies were, however, only temporary, and at intervals of twelve years all the corpses of the tribe were brought together and buried in one large circular pit. The Jesuit Fathers were eye-witnesses of one of these ghastly celebrations and have left us their report. Each village first exhumed its dead, and carefully scraped the bones of all except the most recent corpses. These hideous relics were then suspended from the rafters of homes while mourners held a funeral feast beneath them. They then set out for the central burying place of the tribe, marching along the forest-paths with their carrion and bundles of bones on their shoulders. When all the villages had assembled, funeral games were held and orations made by the chiefs. Then all complete corpses were carefully ranged around the bottom of the pit and the loose bones thrown in pell-mell on top amid indescribable clamor and lamentation. Finally logs, earth and stones were thrown on top and the unearthly shrieking subsided into a despairing chant.

Four of these ossuaries have been located within a sixteen mile radius of Lindsay, as follows:—(1) On the west half of Lot 10, Concession 1, Fenelon, on the top of a sandy hill about a quarter of a mile east of Goose Lake. This was first opened in the 'seventies by the late Dr. Hart of Cannington, the late A. B. Coates of Cambray and his son Mr. G. R. B. Coates. (2) On Lot 28, Concession 8, Verulam, owned by Mr. R. C. Devitt. This pit, however, is likely to contain the Indians slain in battle in comparatively recent times, for iron tomahawks were found in it and tradition tells of a nearby conflict in Mississauga times. (3) On Lot 8, Concession 11, Manvers, two miles from Scugog Lake in a line due east from Washburn's Island. This lot is on Mr. Thos. Syer's farm. The ossuary was opened about thirty years ago and contained several hundred skeletons. (4) Five miles east of the Syer ossuary on Lot 18, Concession 8, Manvers, owned by Mr. R. Fallis. This burial pit is on a high gravelly hill and was grown over with trees from three to four centuries in age. It was first investigated in the early forties by Mr. Thos. Graham and Mr. Peter Preston. General Sir Sam Hughes also excavated here in 1871. The contents of the pit were estimated at one thousand skeletons. Both this ossuary and the one on the Syer farm are indubitable specimens of the Huron period.

Such were the customs and manners of the Hurons when the French first found them in Simcoe County in 1615 and such undoubtedly had been the customs and manners of those living in Victoria County a few years before.

But Victoria was soon to be depopulated. The Iroquois Confederacy in New York State was developing such societal concentration and warlike ferocity as to menace the existence of all its neighbors. In 1635, according to Lescarbot, a war-party of Iroquois wiped away all tribes from the St. Lawrence Valley. This great danger doubtless forced the retirement of the Rock and Deer Hurons to the west of Lake Simcoe, as well as the development there of the large palisaded towns so common in Simcoe County but apparently so rare in the more peaceful era when Victoria County was occupied.

The First White Man in Victoria.

The first white man in Victoria county was a Frenchman. In 1615 Samuel de Champlain, the great explorer, went up the Ottawa River by canoe with two French companions and ten Huron Indians. He crossed through Lake Nipissing, skirted the east shore of Georgian Bay, and finally reached the Huron country in the County of Simcoe. Here he undertook to join a party of 2500 warriors on an expedition into the heart of the Iroquois country. The flotilla of war canoes left the shores of Lake Couchiching on September 10, 1615. Champlain in his Journal makes brief mention of the territory through which they passed:

"We continued our journey toward the enemy and went some five or six leagues through these lakes (Couchiching and Simcoe). Then the savages carried their canoes about ten leagues by land and we came to another lake six to seven leagues in length and three in breadth. From this lake flows a river (the Trent system) which discharges into the great lake of the Entouhonorons (Ontario). After traversing this lake, we passed a fall and continuing on our course down this river for about sixty-four leagues, entered the lake of the Entouhonorons. On our way we portaged around five falls, in some cases for four or five leagues. We also passed through several large lakes on the river system. The river itself is large and abounds in good fish. All this region is certainly very fine and pleasant. Along the banks it seems as if the trees had been set out for ornament in most places, and it seems that all these tracts were in former times inhabited by the savages, who were subsequently compelled to abandon them from fear of their enemies."

In spite of the mistiness of this description and Champlain's notorious errors in estimating distances, we should have little difficulty in tracing his course across this county. He would skirt the east shore of Lake Simcoe as far as the Talbot River, and here, on the south bank, on Lot 12, Concession 9, Thorah Township, step ashore at a spot still known traditionally as "Champlain's Landing." He would cross by the ancient trail, now Portage Road, to Balsam Lake. Before dams and locks were built at Rosedale there was little difference in level between Balsam and Cameron lakes and Champlain would probably get the impression that they were one long body of water.—hence the dimensions which he gives. He could not, however, fail to notice Fenelon Falls, then not the much domesticated sluice-way of today but a virgin cataract eighty feet wide foaming down twenty-three feet into a rocky gorge, and we are not surprised to find it mentioned in his narrative. Further details of his trip must be left to speculation. We do know that for centuries the Indians portaged direct from Bridgenorth on Chemong Lake to Peterboro, a distance of six miles, thus saving a fifty mile detour through Deer Bay and Clear Lake, and a spot on the high sandy shore near Bridgenorth is known traditionally as Champlain's Rest.

The great Frenchman passed back through this territory once again. The expedition against the Iroquois was a failure. Champlain himself was wounded, his Huron allies refused to lend him a canoe in which to descend the St. Lawrence to Quebec, and he was compelled to pass the winter with them. The return trip to Simcoe County was a trying ordeal. The war party waited on a lake north of Kingston till December the 4th, when the lakes froze solid, and then started for home on snowshoes. Mid December saw Champlain and his twenty-five hundred warriors swarming in a dark rabble across the snowy surface of Sturgeon, Cameron and Balsam Lakes. They reached their goal two days before Christmas. Some authorities have supposed that the long temporary camp of the party was at Bridgenorth, but there is nothing in Champlain's narrative to suggest this. Besides, Bridgenorth is less than eighty miles from the Huron country by the most circuitous route, and it is hardly conceivable that the picked men of the nation, eager to reach the warmth and comfort of their villages, would take nineteen days (at a speed of four miles a day) to cover this distance on snowshoes.

The Downfall of the Hurons

The warfare between the Iroquois and the Hurons, in which Champlain's expedition of 1615 was only an incident, came to a sudden end in the middle of the century. In 1649, while Charles the First was being executed in England, the Iroquois determined to close in on Simcoe County with their entire force. The chief Huron towns were stormed. The inhabitants were butchered or taken captive. Three of the Jesuit Fathers, Daniel, Brebeuf and Lalement, suffered martyrdom. A remnant of the doomed nation fled for the winter to islands in Georgian Bay, there to waste away with starvation. With the return of the Iroquois in the spring of 1650 a little handful of Hurons paddled with the surviving Jesuits by the Ottawa route to Quebec. Others fled far to the north and west of Lake Huron. Today their only representatives are a few hundred half-breeds in Oklahoma and at Lorette near Quebec. The Iroquois campaigns of 1649-50 practically exterminated the Huron race.

For nearly a century the Iroquois roamed unhindered over the deserted country of the Hurons. They planted villages on the shores of Rice Lake and the Otonabee River and tilled the soil there. There

is a tradition of a Mohawk camp in Oak Orchard, Sturgeon Point, but its authenticity is uncertain, and the relics found there may belong to the earlier Huron period.

The Coming of the Mississagas.

Retribution, though long delayed, overtook the Iroquois at last. The avengers of the Huron nation were the Mississagas, an Algonquin tribe from near Sault Ste. Marie, who trace their lineage back to the Shawnees of Kentucky. Early in the 18th century, hunting parties of the Mississagas started drifting down over central and western Ontario. Here they were set upon and massacred by the Iroquois. The outcome was a Mississaga council of war in 1740 and the launching of a great punitive expedition against the enemy. The story of that grand foray, as handed down in Mississaga tradition, makes stirring reading. The conflict opened with the annihilation of a Mohawk force on the "Island of Skulls" in Georgian Bay. In Victoria County the Iroquois resistance stiffened, and eight swift, bloody battles had to be won before the Mississagas could slash their way through to the east. Near Coboconk, on Lots 18 and 19, Gull River Range, one may still see the pits from which beleaguered Mohawks fought to the death. Another party was wiped out on a small island off Indian Point, Balsam Lake, and just west of the modern steamboat channel. A band of Iroquois were ambushed in the valley of Goose Lake, north of Cambray, and slaughtered there. Other parties clashed at Sturgeon Point and Ball Point, and some, who retreated up the Scugog past Lindsay, made their last stand at Caesarea, on the east shore of Scugog Lake, and at Washburn's Island. At the latter place the warriors fought in the shallows up to their waists in water, and for long years afterwards the waves kept washing human bones up on the beach. Still another party was cut down on Lot 22, Concession 7, Verulam, about five miles north northwest of Bobcaygeon. Then the exultant Mississagas swarmed eastward down the Trent system.

But the warlike Iroquois were not yet wholly discomfited. They borough, and then fell back on their Rice Lake encampments. Here, from the mouth of the Otonabee six miles east to Reach's Point, ensued one of the bitterest and most sanguinary struggles in the history of Indian warfare. It was no surprise attack but a pitched battle fought by }checked the Mississaga rush for a moment at Cemetery Point, Peterland and by water and contested every foot of the way with amazing ferocity and determination. Over a thousand Iroquois had died fighting before their party broke and fled. There was a brief rally at Cameron's Point, near the foot of the lake, but the struggle was really over, and the Mohawks were soon in full retreat towards Lake Ontario with the Mississagas in pursuit. Nor was this the end of this stirring campaign, for the Mississaga expedition actually crossed into New York State, besieged the Iroquois in their villages there, and enforced a treaty by which the Mississagas were admitted as an additional tribe in the Iroquois Confederacy.

The Days of Mississaga Settlement.

A general migration from their northern home into the land thus cleared of Mohawks was the immediate result of this season of Mississaga warfare From 1749 to 1750 they fought with the Iroquois against the French, but suffered reverses and withdrew from the Confederacy However they continued to occupy Southern Ontario. Victoria County for the first time in 150 years was again dotted with villages, though not as thickly as in Huron times

Fifteen of these Mississaga villages in or adjacent to the County have been listed as follows —(1) West half lots 8 and 9, Concession 5, Ops near Stony Creek (or East Cross Creek) Owner Mr Carlin.

(2) Lot 10, Con 5, Ops, at the mouth of West Cross Creek. Owner Jas Roach

(3) On the shore of Scugog Lake, just south of Port Perry

(4) On Lot 5, Con 11 Verulam, Mr M Killaby owner This is a sandy site about fifty rods from Pigeon Lake

(5) At Pleasant Point, Sturgeon Lake

(6) On the site of the Presbyterian manse Cambray village.

(7) On the west part of Lot 25 Con 4, Fenelon Mr Archibald McArthur owner This village was on a terrace touching the shore of South Bay Balsam Lake

(8) Lot 29 Con 3 Fenelon on east shore of Long Point just across South Bay from the previous site Owner, Mr F Staples

(9) Lot 21 Con. 9 Eldon Donald Fraser owner

(10) Southeast corner Indian Point, Balsam Lake Owner Mr J H Carnegie

(11) Lots 19 and 20 Gull River Range Bexley near Coboconk Owner Mr J Moore

(12) Lot 24 Con 2 Somerville J Eed owner

(13) East half Lot 1 Con 8 Laxton Wm Campbell owner This is on a flat on the south shore of Deer Lake.

(14) Lot 12, Con 7, Laxton David Hilton, owner

(15) Lot 18 Con 4 Carden J Chrysler owner This is on the east side of Lower Mud Lake

The Mississagas were a tall race characterised by fine physique and a heavy prominent nose They probably equalled the Iroquois in bravery and strength but lacked their solidity of character and capacity for organization Their prowess in war needs no vindication but they never established a strong concentrated civilisation after the manner of the Iroquois and the Hurons They depended far more on hunting and fishing than on agriculture and so lived in small scattered groups throughout their domain Their homes were not the rectangular bark lodges of Iroquoian peoples but round wigwams built by planting poles in a circle tying their tops together and fastening birch bark or grass mats around the outside as walls.

From this period dates a "deer fence" which was found in pioneer days running east from Goose Lake near Cambray to Sturgeon Lake, five miles away This fence was made by felling trees in a long row and piling brush along them Gaps were left at intervals and here hunters would take their places while beaters drove the deer along the fence The frightened animals would pass through the gaps and there be shot down at a point blank range that made arrows fatal

From this era too, dates the legend of Manita In the version told me by Johnston Paudash, son of the Mississaga Chief of the Nanabazhaa Reserve, Rice Lake. Manita or Nomena ('light of love') was the daughter of a great Mississaga chief who lived at Pleasant Point, Sturgeon Lake. Ogemah, an Iroquois chief, paddled alone from his own country to ask for her in marriage, but was murdered by a jealous Mississaga brave. About 1886 a poem on this theme was published in Lindsay by the late Mr William McDonnell. This poem is a pretty little idyll, but as a portrayal of Indian psychology it is hopelessly sentimental and therefore unbelievable. It also substitutes Huron for Mississaga, Sturgeon Point for Pleasant Point and brings Ogemah on the stage by way of Lindsay, the wrong direction entirely.

Mr Paudash also assured me that the war paint used by Indians was for the purpose of camouflage in the forest. This device would therefore antedate the Great War by several centuries. The Indians also had a system of signalling with the arms much like the "semaphore" system, but each position of the arms represented a syllable and not a letter. They also signalled by passing a deerskin in front of a fire-light in a fashion that foreshadowed the heliograph.

The Surrender of the Soil

In 1763, by the Peace of Paris, France relinquished to England all claim on Canada. In the same year the English issued a proclamation conceding to the Indians the right of occupancy upon their old hunting grounds and their claim to compensation for its surrender.

In accordance with this policy the English government treated for and obtained in 1784 a formal cession of the tier of townships now fronting on Lake Ontario from Toronto east to Trenton. This satisfied the land hunger of Anglo-Saxon colonists for more than three decades, but its area was not permanently adequate. At last, on November 5, 1818, the chiefs of the six Mississaga tribes, Buckquaquet of the Eagles, Pishikinse of the Reindeers, Paudash of the Cranes, Cahgahkishinse of the Pike, Cahgagewin of the Snakes and Pininse of the White Oaks, were summoned to Port Hope. There they sold to the Crown a great block of land comprising the modern counties of Peterborough and Victoria, and twenty eight adjoining townships or parts of townships in Hastings, Northumberland, Durham, Ontario, Muskoka and Haliburton. For this tract, comprising well over two million acres, the purchase price was set at £740 in goods to be delivered yearly forever to the Mississaga tribes of the district. After this contract had been signed, however, the Deputy Superintendent General of Indian Affairs added a strange postscript announcing that the government proposed to issue only ten dollars in goods annually to each man, woman and child alive at the time of the sale. This payment would cease with their death, and individuals born after November 5, 1818, would receive nothing. Thus by a stroke of chicanery fifty seven Ontario townships passed to the white man for a brief dole of merchandise. (See "Indian Treaties and Surrenders," Vol I, page 49, published by the King's Printer, Ottawa.)

The history of the Mississagas since contact with the white man has been a slow tragedy. Originally numbering several thousands, they were so debauched by the white man's whiskey and so ravaged by the white man's diseases that only a few hundred were left by the second quarter of last century. They presented a constant problem to the government, for their unprofitable occupation of good land aroused much covetousness, while their frank and trustful natures made them an easy prey to a swarm of swindlers. Certain small reservations of land were at last bought or set aside for them by the Crown. Here they still live. They have adopted the Christian religion and a measure of Anglo-Saxon civilization, but their old traditions and instincts die hard. In 1911, the Mississagas totalled 331, and were located in reserves on Rice Lake, Mud Lake, Scugog Lake and the Credit River. Victoria County, once part of their wild domain, has passed almost completely into other hands.

Chapter IX.

Kawartha Navigation

Extending across Central Southern Ontario from the Bay of Quinte to Georgian Bay is a chain of lakes and rivers by which the Indian aborigines had from time immemorial transnavigated the province. Where this great canoe route crosses Victoria County its waters are known as the Kawartha lake system.

The history of navigation on this system is as old as human occupation. While the Indians however were able to portage their craft over watersheds and around falls and rapids, the heavier draught boats gradually developed by white men made necessary a system of locks and canals. The record of navigation on the Kawartha lakes is therefore bound up intimately with the canalization of the water route. The canal system known today as the Trent Valley Canal has been under construction for 83 years and is not yet finished.

The first suggestion that such work be undertaken was made in 1827 when a petition signed by a Mr Stewart and others was presented to the Legislature of Upper Canada. A committee was appointed by the Lower House to consider the proposal and reported that it was "exceedingly desirable and important that those waters which constitute the chain of lakes and rivers which run in a south easterly direction from Lake Simcoe and which empty into the Bay of Quinte by the River Trent should be examined and surveyed by competent persons with a view to ascertaining how far they might be rendered navigable and the probable cost attending same.

Nothing was done however until February 1833. An Act was then passed appointing Commissioners to receive plans and execute works necessary to the improvement of inland waters of the Newcastle District commencing at the mouth of the Otonabee which discharges into Rice Lake, and extending to Lake Scugog. For this purpose the Commissioners were authorized to raise £2000 ($8000) on the security of tolls.

The Commission at once proceeded to let a contract to Messrs Pearse, Dumble and Hoar for a short canal and lock at Bobcaygeon. The lock was to be of wood 119 1/2 feet long by 28 feet wide with 7 1/4 feet of water on the sills at high water and 4 3/4 feet at low water. The canal was to be 973 feet long. This unit was to connect the navigation of Chemong, Buckhorn and Pigeon lakes with Sturgeon Lake and the Scugog River as far up as Purdy's Mills, now Lindsay.

The work at Bobcaygeon was begun in 1833 and completed in 1838. The contract price was £1600, and the contractors did extra work to the value of £64. From the Commissioners, however, they actually received only £916, because of pecuniary embarrassment which had overtaken one of the Commissioners, who had been entrusted by the rest with making disbursements in the end and the Legislature had to make good a balance of £766.

A Season of Surveys

Meanwhile several general surveys were under way. It seems understood that the small wooden lock at Bobcaygeon was only a temporary expedient and that the government was planning works on a larger scale with stone locks extending from the Bay of Quinte to Georgian Bay.

In 1833 the Lieutenant-Governor instructed Mr N H Baird to survey the section from the mouth of the Trent to Rice Lake and to estimate the cost of making it navigable for vessels drawing five feet of water. All locks were to be 134 feet long by 36 feet wide. Mr Baird reported that in the 61 miles from Trenton to Rice Lake there were five main impediments to navigation —(1) at Nine-mile Rapids, (2) at Chisholm's Rapids, (3) at the rapids between Percy Landing and Crow Bay, (4) at Healey's Falls and (5) at Crook's Rapids. To eliminate these obstacles he prescribed 37 stone locks, 16 dams, and 4 3-4 miles of side-cuts, all at an estimated cost of £253,447 6s 1 1-2d.

In 1834 a charter was granted to a private company to build a canal from Port Hope on Lake Ontario to Rice Lake. The authorized capital of the company was £50,000. Surveys were made. The distance of the only feasible route from Orton's Creek, Rice Lake to the pier at Port Hope following the curves of the ravines was 14 miles. The estimates of the engineer Robert A Maingy, M.L.C., M.S., on a canal 22 feet wide and 4 feet in depth with locks 70 feet by 14 feet, was £101,420 6s 6d. Of this sum, £60,000 was to cover unexpected excavation on the summit ridge near Rice Lake. The company did nothing within the seven year limit set by the government and the charter lapsed in 1841.

In April 1835 Sir John Colborne, then Lieutenant-Governor, instructed N H Baird to survey the second section of the main transportation canal, from Rice Lake to Lake Simcoe. His report divided this unit into five sub-sections as follows —(1) Rice Lake to Peterborough, 21 miles with a rise of 4 1-2 feet requiring 2 dams and 1 lock. (2) Peterborough to Clear Lake 14 miles with a rise of 147 1-2 feet requiring 6 dams and 14 locks. (3) Clear Lake to Bobcaygeon 31 miles, with a rise of 36 1-3 feet, requiring 2 dams and 5 locks. (4) Bobcaygeon to Balsam Lake, 38 miles with a rise of 84 feet requiring 3 dams and 5 locks, and (5) Balsam Lake to Lake Simcoe, 16 1-2 miles with a fall of 116 1-2 feet requiring 11 locks. The distance of the whole section from Rice Lake to Lake Simcoe was thus approximately 118 miles. The estimated cost of construction including standard stone locks, 134 feet by 33 feet, was £282,067 16s. 4d., Halifax currency, or $1,148,271.27.

In 1837 still another survey was undertaken. It had been suggested that a much shorter route than that already mapped out might be had by running a canal from Lake Simcoe to Scugog Lake and from Scugog Lake south to Lake Ontario. A civil engineer named Killaly was instructed to examine the physiography of the region. He ran a line from Port Darlington on Lake Ontario up Barber's Creek past Bowmanville and north to Scugog Lake, and found that the summit of the morainic ridge which intervenes between the two bodies of water was at its lowest point 250 feet above Scugog Lake. Lack of water on these higher levels made the use of locks impracticable and wholesale excavation rivalling the Culebra Cut was considered out of the question. This route was therefore abandoned.

No further surveys were made for some time, for the new administration which took over after the Act of Union of 1841 abandoned the trans-Ontario scheme and dismissed all thought of examining the section from Lake Simcoe to Georgian Bay.

Further Construction in the Thirties.

Considerable construction had, however, been prosecuted in the meantime. In 1836 the Legislature had divided the canal, so far as surveyed, into two sections, a Trent Division from Trenton to Healey's Falls, and an Inland Division from Healey's Falls to Scugog Lake. Two Boards of Commissioners were appointed, one for each division, and work was begun in 1837 with N. H. Baird as supervising engineer. £16,000 was voted to the Inland Division.

Work was done at Healey's Falls, Crook's Rapids, Whitlas Rapids, Buckhorn, Bobcaygeon and Purdy's Mills.

At Bobcaygeon it was found that the original designs were so defective that the bottom of the wooden lock was dry at low water. Repairs were therefore made, an embankment built near by and a dam constructed at Buckhorn Lake, all at a cost of £3588.

At Purdy's Mills, now Lindsay, a wooden dam and a lock, 134 feet by 33 feet, by 5 feet, were to be built. In 1837-38 the site of the lock was excavated to a depth of seven feet and coffer dams were made around the excavation. Lumber for dam and lock was prepared and delivered on the ground. The lock was partly framed. By 1838 some £1200 had been spent, but £1308 more was needed to complete the undertaking. Funds were not forthcoming from the Commissioners and the contractors abandoned the works, leaving the materials to waste and rot for five years before anything further was done.

Prior to February 1841 the total expenditure on both divisions of the canal amounted to only £44,398 or $177,582.80.

Progress Under Board of Works.

On the union of the provinces in 1841 the canal system was placed under a Board of Works, which was the fore-runner of the later federal Department of Public Works The chairman of this Board recommended the abandonment of the original trans-Ontario scheme on the ground that the route was too shallow and circuitous and that the cost estimated at $3 000 000 was prohibitive He further recommended that the locks already started be finished and that timber slides be prepared

The wooden lock and dam at Lindsay were completed in 1844 The lock was 131 1 2 feet long by 32 1-2 feet wide with an 8 foot lift. The dam was a truss frame structure 288 feet long and 8 feet high on a 38-foot base The lock at last went out of repair and when in 1857 the railway from Port Hope reached Lindsay its renewal was deemed unnecessary In 1859, a 64 foot slide was built through the lock. The lower gates were removed and the lower part of the upper gates formed the breast of the slide

The channel of the Scugog River above and below Lindsay also claimed attention in the lower river three cuts were made to eliminate some of the more intolerable meanderings of the stream, in the upper river the outstanding impediment was a region of shifting bogs which tended to bedevil the channel at the foot of Scugog Lake No remedy for this was found

At Bobcaygeon a general reconstruction was accomplished in 1857 The wooden lock was replaced by one of cut stone masonry, 134 feet by 33 feet with a 7 1-4 foot lift The gates were of solid timber and rested on wooden sills This lock is being rebuilt in concrete in the current year, 1921 A canal above the lock 873 feet long was faced and floored with timber and plank, and guard piers 130 feet long were placed below the lock

In 1853 two slides were built and a basin and two mill races excavated One slide was for squared timber and the other in the "Little Bob" channel for sawlogs A dam of truss and crib work was likewise built across the channel 1282 feet in length and 8 feet in height.

Development of Lumbering

For many years the aim of the government was less to foster navigation than to facilitate the passage of timber down the Trent System In the forties the southern portion of the Trent watershed was the centre of lumbering activities, in 1844-45 three great slides were built at Healey's Falls Middle Falls and Chisholm's Rapids, on the section between Rice Lake and Trenton The cost of maintenance of these slides was greater than the revenue derived from them and in 1865 they were turned over to a "Trent Slide Committee" This Committee was granted a toll of one dollar on each crib floated, and undertook in return to keep the slides in order

As the forests to the south became depleted the lumbermen kept moving north In the early sixties a rush was made to secure the great pine areas in the northern half of the Trent watershed and

by 1866 about 1600 square miles had been alienated with practically no return to the public treasury.

As part of this development, authority was granted on February 15, 1860, to Alexander Dennistoun to form a company for the purpose of building a timber slide at Fenelon Falls. This slide was 326 feet long and 33 feet wide.

For the next twelve years, violent guerrilling over the blocking of the Fenelon River channel with timber prevailed between the lumbermen and the steamboat owners of the district. Both parties petitioned the government in 1872 to divide the river into two channels. In 1873 this was done by building two piers in mid-stream and stretching between them a 3060 feet single chain boom, anchored at intervals of 300 feet by heavy anchor stones and chain cables. At the same time the government assumed control of the timber slide.

Revival of Canal Project

The general supervision of the Trent System was under the Board of Works prior to 1867, under the federal Department of Public Works from Confederation till about 1881, and since 1881 under the federal Department of Railways and Canals.

In 1881, with the Canadian Pacific Railway planned across the northwest and the prospect of new grain traffic by water from Port Arthur holding the prophetic imagination, the old trans-provincial Trent canal scheme was again brought up. It was pointed out on the one hand, that while the distance from Kingston to the Straits of Mackinaw by way of the Great Lakes and the Welland Canal was 765 miles, the distance via the Trent Canal would be only 547 miles, a saving of 218 miles. It was argued on the other hand that the shallow channel and tiny locks would force transhipping of cargoes, unnecessary on the other route; that the canal route from Trenton to Georgian Bay was 235 miles in length while the direct distance between the two was only 112 miles; and that the incessant lockages over the Trent system would make it actually slower and more vexatious than the Great Lakes route. The government was not thoroughly convinced that the project was sound. It went ahead, but went very half-heartedly, and took no steps towards large money appropriations for another fifteen years.

One major undertaking in this county may be noted. On October 14, 1882, a contract was made with A. P. McDonald and Company to build two stone locks and a canal at Fenelon Falls. The locks had each approximately a fourteen feet lift, designed to overcome a fall of 24.84 feet at Fenelon Falls and a fall of 3.71 feet at Balsam Rapids just above Cameron Lake. A dam 304 feet long and seven feet high was also built. Much trouble was experienced in unwatering the works but the locks were at last completed in 1886. It was then discovered that one-third of a mile of canal between them and Cameron Lake had been only partially dredged. Moreover the stationary railway bridge prevented boats from passing north. It was not until May 13, 1834 that a swing bridge was installed and the steamer Water Witch pushed through with exultant shrieks Balsam Lake was still inaccessible to most boats, however, for the wooden lock built at Rosedale by Wm. Whiteside for the Ontario government in 1873 was only 100 feet in length

Meanwhile the lock and dam at Lindsay had been rebuilt by Thomas Walters in 1870 and again in 1885, and a dry dock built at Bobcaygeon in 1889 In 1890 91 a wharf was built at the foot of Peel Street in the heart of Lindsay at a cost of $280 Steamers had previously docked at the foot of Caroline Street far down the river, but a turning basin was now dredged out in front of the new wharf and a road cut down the hill at the foot of Peel Street. The Scugog had also been treated to a couple of extensive cuttings by which to eliminate the most circuitous of its meanderings

In 1896 the Dominion Government at last abandoned its hesitation and launched out on the Trent Canal project in real earnest In 1897 the link from Balsam Lake to Lake Simcoe was pushed forward This work was divided into three sections The first section running 5 1-2 miles west from Balsam Lake was undertaken by Andrew Onderdonk, of Chicago The chief task on this section was a rock cutting a mile in length running west from the shore of West Bay, Balsam Lake This cutting was followed by a flooded reach at Mitchell's Lake Sections 2 and 3 totalling 13 1-2 miles were contracted for by Messrs Larkin and Sangster and Messrs Brown and Aylmer respectively The work here included a 48 1 2 foot hydraulic lift lock at Kirkfield 5 concrete locks, 3 dams 3 swing bridges and much dredging and excavation For the right-of-way from Kirkfield to Lake Simcoe 2000 acres of land were bought at an average price of $10 the acre The whole of the Balsam-Simcoe section was completed by 1906 except the lift lock which had been found defective After extensive repairs had been made the lock was opened with much ceremony on July 6 1907 by the Hon Rodolphe Lemieux, Postmaster General and the Hon M J Butler Minister of Railways and Canals The cost of the lift-lock exclusive of concrete and breast walls was $238 000

Navigation was now open from Orillia to Healey's Falls except for the old wooden lock at Rosedale A contract for a concrete lock and short canal here was let on Feb 24 1908 to the Randolph McDonald Co. Ltd A channel 4600 feet long 90 feet wide and 7 feet deep had to be drilled and blasted out in rock shoals in the Balsam River A further piece of canal was dug out through a swamp directly into Cameron Lake instead of following the river all the way Work at Rosedale was practically completed in 1911

Meanwhile two side issues had received some slight attention In October 1906 the Dominion government appropriated $4000 to pay E J Walsh C E of Ottawa to make a survey of the Gull River waters and to report on the feasibility of giving Minden connection by locks and canals with the main Kawartha Lake system The project which had really been first brought forward in 1861 was considered quite practicable but was turned down by Laurier when advocated by Sam Hughes, M.P. Another lateral canal, from Newmarket to Lake Simcoe, was begun in 1906 but never came to anything.

In 1869 the lock and dam at Lindsay were rebuilt under the contractorship of Mr. J. Ritchie.

Fierce controversies raged for many years over the choice of a lower outlet for the canal. Port Hope, Cobourg and Trenton all showed their rights and advantages in the matter. In 1906 the government finally decided to adopt the Trent River route. This section, from Trenton to Rice Lake, was opened for traffic on June 6, 1918.

The final link which will give through passage from Georgian Bay to the Bay of Quinte is not yet finished. The "Severn Section" involves 6 locks, 16 dams and 8 bridges. Through the use of two marine railways at Swift Rapids and Big Chute respectively, launches up to 35 feet in length may pass from Lake Couchiching to Port Severn on Georgian Bay, but this does not constitute open traffic on the Canal.

The total expenditure on the Trent Canal up to March 31, 1919, was $19,760,220.22, a sum which would have seemed unbelievable forty years ago.

History of Kawartha Navigation.

Apart from the log dug outs of the pioneers, the first vessel on local waters was the packet boat "Firefly," operated by Reuben Crandell of Port Perry and his son George. This craft was a roomy sailing skiff with oars which from 1835 to 1845 had a monopoly of the freight and passenger traffic between Port Perry and Lindsay. In 1845 two men, Lasher and Haywood, built a horse-boat and ran between "Lasher's" (now Caesarea) and Lindsay. In this way they sought to establish a trade route between Lindsay and Bowmanville. This opposition stirred George Crandell up to building at Port Perry the first steamboat on these inland waters. With the co-operation of Messrs. Chisholm, Rowe, and Cotton the S. S. "Woodman," a 100 foot side-wheeler, was launched on May 24, 1851. The "Woodman" devoured cordwood as fuel and travelled at the rate of eight miles an hour. The horse boat went out of business next day. As a sample of the difficulties encountered by these early ship builders, it might be mentioned that when in 1853 some of the "Woodman's" boiler flues gave way no new flues could be obtained in Toronto and Charles Britton had to send all the way to New York for them.

Between 1852 and 1886 the following additional steamboats were built locally:—1853, S. S. "Ogemah" at Fenelon Falls by Captain Wallis; 1856, S. S. "Firefly" at Bridgenorth by Captain Sawyers; 1859, S. S. "Scugog" at Mud Lake by Capt. Kelly; 1861, S. S. "Lady Ida" at Port Perry; 1866, S. S. "Ranger" at Lindsay by Capt. Geo. Crandell; 1863, S. S. "Novelty" at Ball Lake by Mr. Henry, 1864, S. S. "Anglo-Saxon" at Lindsay by Capt. Crandell; 1867, S. S. "Victoria"; 1867, S. S. "Commodore" by Capt. Crandell; 1868, S. S. "Champion" by Capt. Crandell; 187, S. S. "Coboconk" at Coboconk by May and Trelevin; 1870, S. S. "Sampson No. 1," a side-wheeler built by Mr. McFadden at Coboconk and hauled down over the Fenelon Falls dam by Capt. Crandell; 1870, S. S. "Sampson No. 2," at Ball Lake by Scott and Son; 1872, S. S. "Mary Ellen" at Lindsay by Capt. Crandell; 1872, S. S. "Victoria," later the "Historian," by Tate and Hall; 1873, S. S. "Vanderbilt," a 130-foot vessel with the first walking-beam engine seen on these waters, built at Lindsay by Capt. Crandell; 1880, S. S. "Eva," by Capt. Crandell; 1880, S. S. "Beaubocage"; 1884, S. S. "Esturion," by Messrs. Boyd, of Bobcaygeon; 1884, S. S. "Maple Leaf" built by Parker Davis, later owned by Capt. Bottum; 1884, S. S. "Dominion," a stern-wheeler built at Port Hoover by Capt. Savage; 1885, S. S. "Stranger," at Lindsay by Capt. Crandell; 1885, S. S. "Dominion" at Lindsay by Burk Bros.; 1886, S. S. "Water-Witch" at Lindsay by H. Dunsford; 1886, S. S. "Alice Ethel" at Lindsay by Thos. Sadler; 1888, S. S. "Louise" at Port Perry by Mr. Bowman; 1891, S. S. "Crandella" at Lindsay by Capt. Crandell; 1893, S. S. "Marie Louise" at Lindsay by Joe Parkin; 1893, S. S. "Columbian" at Lindsay by Capt. McCamus; 1896, S. S. "Greyhound" (later the "Kathleen") at Lindsay by Thomas Sadler. Later boats have been the "City of Lindsay," "Kenosha," "Manita," "Alexandra," (later the "Arthur C.") "Bessie Butler," "Wacouta," and "Lintonia."

It was an amazing fact that until 1898 Port Hope, on Lake Ontario, was the nearest port of registration for vessels. In other words all boats built at Lindsay and elsewhere on the Kawartha waters had to be marked "of Port Hope." In 1898 this absurdity was abolished by making Lindsay a port of registration.

Steamboats on local waters have performed two functions: first, that of assisting in the timber trade, and second, that of carrying passengers and freight. From 1850 to 1880 the exploitation of the forests of the districts was at its height and the steamers' chief work lay in the towing of immense cribs of logs and a multitude of lumber-barges. From 1880 to 1910 passenger traffic grew in importance. The two chief steamship companies during this period were the Trent Valley Navigation Company, organized in 1893 with M. M. Boyd as its first president, and the Kawartha Lakes Excursion Company, founded in 1902 by Joseph Parkin and John Carew.

The steamboat traffic has dwindled away, however. One by one the older boats have been destroyed by fire, and the recent advent of power launches has reduced passenger traffic to a minimum and rendered steamers almost superfluous. Only one steamboat, the "Lintonia," now runs on the Scugog, where navigation was once so active. The first local power launch was G. H. Grantham's "Put Put," brought in during the nineties. By 1909 there were 75 motor boats in Lindsay.

Future of Trent Valley Canal

The only possible justification of the twenty million dollars spent on the Trent Valley Canal will come from (1) water-power supplied, (2) through traffic that may develop and (3) a carefully planned revival of lumbering through reforestration

The importance of using the back lakes of the Trent watershed as reservoirs by which to regulate waterflow and maintain ample water supplies for lumbering navigation and electric power generation is now fully recognized The Ontario government built a few scattered dams among these headwaters in the sixties in order to assist lumbering operations It was not until 1906, however when the Federal Government was ceded control of all such works, that systematic management of waterflow was set up by the construction of an extensive system of concrete dams This eliminates the destructive spring freshets and guarantees a steady flow of water throughout the year

The development of any extensive transprovincial traffic through the Trent System is very problematical Provision is being made for navigation by barges of 500 tons burden The multiplicity of locks and the circuitousness of the channel however will make it but little quicker than the Welland Canal route by which transhipment is unnecessary, while if speed is desired, the C P R grain line from Port McNicholl has the canal far outpaced

When we consider the question of local freight we find the canal built fifty years too late. Timber would have been the only considerable freight and until 1918 the canal system had no outlet to the main water systems of Ontario If such a canal worked on a basis of cheap transportation, had been in existence from 1850 on, it would have made possible more conservative logging, closer utilization of material by mills along the route greater profit for all and the management of the lumbering business in perpetuity As it was the timber was cut in a wasteful manner owing to the cost of transportation, and today the forests are practically exhausted Only careful reforestration under responsible control can redeem the situation

About 1878, the late George Laidlaw of Bexley prophesied that the Trent Canal would ultimately cost $20,000,000 and suggested that far more profit would result from spending that amount on the scientific improvement of live stock in Ontario His estimate was greeted with universal laughter and incredulity To day he stands absolutely vindicated and many would likewise agree completely as to the wisdom of his recommendations

Chapter X.

Spinning the Railway Web

The early railways in Victoria county were born of commercial necessity.

The years from 1820 to 1850 saw the development, in the Kawartha Lakes basin, of great lumbering enterprises, followed closely by farming. Cutting off this thriving interior from the Lake Ontario coast lay a range of forest-ridden sand-hills, crossed only by two or three atrocious bush trails. In the thirties, as we have seen, abortive efforts were made to bridge the gap by building a Trent Valley Canal. Greater success attended the activity, twenty years later, of the builders of railways.

The first three of these railroads might be described as "portage roads." The first was built from Lake Ontario to the Scugog River, and later extended, on a longer portage, to Georgian Bay. The second crossed from Toronto, on Lake Ontario, to Coboconk, on the upper Kawartha waters. The third ran from Lake Ontario to Scugog Lake, and was afterwards carried on to the Scugog River at Lindsay. All aimed at carrying the trade of this inland district out into the markets of the outside world.

The First Train to Lindsay

The first of these roads, the Port Hope and Lindsay Railway, was chartered in 1846, with permission to build from Port Hope to Lindsay and thence west through Mariposa to some convenient point on the Ontario, Huron and Simcoe Railway. These original plans were never carried out, and, indeed, little work of any kind was done until after 1853, when a necessary renewal of the charter was secured.

The first train into Lindsay came in from Port Hope on Friday, October 16, 1857. The head of steel had reached Reaboro by December, 1856, and trains were unloading freight at Cunningham's Corners in August, 1857. In Lindsay, however, the road was to enter around the east bank of the Scugog, along the line of the present G. T. R. East Ward switch, and the cutting required in the river bank near the present Altesbury plant caused much delay. Steam-shovels were unknown in that day, and all the earth had to be taken away in carts and wheelbarrows. Hence it was the middle of October, 1857, before the first train entered the town.

Lindsay was the terminus of this railway for the next fourteen years. The station was near the foot of King Street, in the East Ward, just east of the grain elevator of today. Yards and wharves were pro pared on the east bank of the Scugog, a few hundred yards farther north. The service consisted of one mixed train which left each morning for Port Hope and returned to Lindsay at night, after a leisurely day along the road.

On December 24, 1869, the railroad was renamed "The Midland Railway of Canada," and in January 1871 an extension from Lindsay to Beaverton was formally opened. This line crossed the Scugog by a swing bridge at the end of Lindsay Street North, ran north to about the present Carew box factory and then swung west through Ops.

An earlier branch line, built by Messrs. Tate and Fowler from Millbrook to Peterboro, had been opened May 31, 1858.

The road was extended to Orillia in 1873, and in 1878 to its final terminus at Midland on Georgian Bay.

Toronto and Nipissing Railway

In the session of 1867—68 the Ontario Legislature granted a charter to a Toronto and Nipissing Railway Company, which purposed building a narrow gauge railroad from Toronto to Coboconk, in Bexley township, Victoria county.

This road was built in two sections. The first, from Toronto to Uxbridge, was formally opened in July 1871, and the second, from Uxbridge to Coboconk, was completed in the autumn of 1872.

The total length of the railroad was 87 miles, the gauge was 3 feet 6 inches, and the weight of the rails 40 pounds to the yard.

The largest structure on the road was a bridge over Northwest Bay, Balsam Lake. This bridge was 478 feet in length and consisted of three 106 foot spans and five 32-foot spans.

The officials of the company were William Gooderham Jr., President and Managing Director; James Graham, Secretary-Treasurer, and Edmund Wragge, Chief Engineer.

In 1878 and again in 1879, attempts were made to extend the T. & N. R. to Minden or, failing that, to build a 8-mile spur to Elliott's Falls and gain through water connection with Minden by means of a lock at Moore's Falls. Neither plan has ever been realized.

Whitby and Lindsay Railway

In 1869 a charter was granted to a Whitby and Port Perry Railway Company, with permission to build from Port Whitby, on Lake Ontario, to Port Perry on Lake Scugog. The company was very weak financially, but after enduring many vicissitudes of fortune, it succeeded in running trains over the road by the spring of 1872. In May, 1873, the road was bought up by Messrs. Austin, Fulton, Michie, and Holden.

An extension to Lindsay now seemed desirable, and in the autumn of 1875 the company succeeded, through a series of public meetings, in obtaining a vote of $85,000 from the group of municipalities about and including Lindsay. In a crucial campaign meeting at Downeyville Sir William Mulock, then solicitor for the railway, found argument of no avail, but carried the by-law by giving North Emily three jokes, two songs and an Irish clog dance. A grant of $2000 per mile from the government was also engineered.

Work began in the summer of 1876. The surveyor was a Mr. Manning of Uxbridge, the consulting engineer was Frank Shanly of Toronto, and the contractors were Messrs. Gibson and Dixon. By noon on June 15, 1877, the tracklaying gang had reached Albert Street, Lindsay. In honour of the event Veitch's Hotel presented them with a whole barrel of booze, which inspired them to hold a heavy parade around the streets of the town. The inaugural trip over the new line was made on July 31, 1877. The distance from Whitby to Port Perry had been 20 miles, and from Port Perry to Lindsay 25 miles.

The Victoria Railway

A fourth road, "The Lindsay, Fenelon Falls and Ottawa River Railway," was chartered in 1872. It was to be a narrow gauge line running north from Lindsay through the back townships of Victoria and Peterborough counties and on to join the projected line of the Canadian Pacific Railway near Mattawa.

The name was soon changed to "The Victoria Railway" and the gauge to the American standard.

Strenuous opposition to the road was raised by the town of Peterborough, the southern townships of Peterborough county and the township of Fenelon, while Lindsay, the unincorporated village of Fenelon Falls and the northern townships of Peterborough county gave the project their enthusiastic support. Municipal blockades against bonus-granting were removed in 1874 by making Fenelon Falls an incorporated village and incorporating 33 northern townships (20 from Peterborough county and 3 from Victoria county) as the Provisional County of Haliburton. Bonuses were then forthcoming and the first sod of the railway was turned at Lindsay on August 5, 1874, by the Hon. C. F. Fraser, Commissioner of Public Works.

The president and dominant spirit of the company was George Laidlaw, later of Bexley; the vice-president was C. J. Campbell, and the chief engineer was James Ross, later a Montreal millionaire. The directors were W. W. Copp, C. W. Bunting, J. C. Fitch, R. Barber, Wm. Thomson, George Stephen and H. P. Dwight.

The section from Lindsay to Kinmount was undertaken first. Here perhaps the chief difficulty lay in grubbing out huge pine stumps. Specifications called for a 200-ft. bridge over the Old Distillery Creek, a 500-foot bridge and a 2000-foot fill at McLaren's Creek, a $20,000 bridge over the Fenelon River, and a 132-foot single span Howe truss bridge over the Burnt River. Rock cuttings were heavy near Fenelon Falls and for the last four miles into Kinmount.

Work was twice interrupted during the general financial depression of 1875. A colony of Icelanders, some 300 men, women and children in all, had been brought in and settled at Kinmount in 1874 in order to help along the construction work. Dysentery demoralized their efforts for a time, various difficulties arose, and they finally migrated to Manitoba in a body in September 1875.

Steel reached Kinmount in October 1876. Further railway-building was held up for a time through lack of funds but in 1877 Laidlaw secured a grant of $8000 per mile from the provincial government and a bonus of $3000 per mile from the Canada Land and Emigration Company, which controlled a large part of Haliburton county.

The chief obstacles encountered in the remaining 22 miles were heavy rock cuttings and a morass or "sink hole" four miles north of Kinmount, which swallowed up thousands of carloads of ties, trees and earth before it was finally bridged. The 56 miles of railroad from Lindsay to Haliburton village were opened for traffic on November 20, 1878.

At its Lindsay terminus the road first merely branched off from the Midland Railway at a "Victoria Junction" (still marked on government topographical maps though vanished long since from the earth) at the head of William Street North. An extension was later built down Victoria Avenue and a station built on that thoroughfare near its intersection with Glenelg Street. The first agent was the late James C. Leonard, who was later enthroned in the hierarchy of the C.P.R. management.

Numerous attempts have been made to carry the Victoria Railway beyond Haliburton, but none have succeeded.

The Blight of Bonuses

The benefits of all this railway building were somewhat counter balanced by the financial burdens which they laid upon the municipalities which were served. No construction was undertaken without liberal gifts of money, and many municipalities, in their anxiety to secure railway accommodation, gave far beyond their means.

The Midland Railway took $80 000 from Ops and Lindsay, $100 000 from the town of Peterborough, $60 000 from the township of Hope and the amazing sum of $980 000 from the little town of Port Hope.

The Toronto and Nipissing Railway received $330 000 in municipal bonuses, of which $44 000 came from Eldon, $10 000 from Bexley, $15 000 from Somerville and $12 000 from Laxton, Digby and Longford.

The Victoria Railway secured $214 000 in such grants, $60 000 being paid by Lindsay, $10 000 by Fenelon Falls, $15 000 by Somerville, $7 000 by Verulam and $55 000 by Haliburton county.

The Whitby Railway, as already stated, drew in $25 000 from Lindsay and adjacent municipalities.

Local tax rates long recorded the chilling effect of these expenditures and many years passed by before the general increase in prosperity due to improved transportation vindicated in some measure the prophetic rashness that had plunged into debt.

If we once grant that the railways though perhaps prematurely and unnecessarily multiplied, were yet needed for the development of the countryside. It is hard to imagine any better plan for their financing than that of municipal bonusing. Little capital either foreign or domestic was available for investment in such enterprises. Government grants were certain ultimately to return to the tax payer with burden, and as railway construction was even more feverish in the rest of the province than in this county, a blanket government subsidy to all companies would have borne unfairly on Victoria. Municipal bonuses were paid by those immediately served and though the levies caused temporary distress the steady economic benefits of the railways gradually brought relief.

The Battle of the Barricade

An incident which is unique in the history of local railways occurred in Lindsay on November 13, 1877.

A long strip of land lying between King Street and the river and stretching east from Lindsay Street for several rods had been occupied for more than ten years by a siding of the Midland Railway. The railway company therefore claimed possession.

In 1877, Thomas Fee, a local lumberman, bought this parcel of land from Robert Lang, an official of the Lindsay Land Company, and proposed to erect a mill on the site.

As the railway was obdurate, Fee decided to take the law into his own hands. On the night of November 13th, he and Lang gathered a body guard about them, took possession of the lot, and set up a strong fence across the siding which ran into it.

Mr. Burton, the railway agent, then brought out an engine and prepared to batter his way through the barricade. The defenders then drew revolvers, a battle seemed imminent, and Lang, who happened to be a Justice of the Peace, climbed on top of a dry goods box and read the Riot Act. Burton accordingly withdrew and telegraphed his troubles to the Head Office at Port Hope.

Morning saw Fee and Lang entrenched with a force of 50 men, but a train which arrived from Port Hope at noon brought in an army of 150 section hands gathered up along the line. The engine was thereupon driven resolutely through the fence and a melee ensued in which the railway forces were victorious.

This astonishing breach of the peace was afterwards investigated by Judge Molesworth. It was found that the land in dispute had been conveyed to the government Board of Works by William Purdy in 1843. It therefore formed no part of the Purdy estate taken over by Lang and the Lindsay Land Company in 1856, and belonged in 1877 neither to Fee nor to the railway but to the government.

George A. Cox Achieves Amalgamation.

In 1878 there were four independent railway companies operating in Victoria county. Within the space of three short years one man succeeded in promoting their consolidation into a single system.

This man was George A. Cox, a Peterborough insurance agent, who became president of the Midland Railway in the fall of 1878.

By July 1, 1878, he had made an arrangement between the Midland Railway and the Whitby-Lindsay Railway, by which the two roads pooled their resources and divided their gross earnings in the ratio of 79 to 21. In June 1881 a syndicate headed by the Hon. D. A. McInnes and John Proctor of Hamilton bought up a controlling interest in the Victoria Railway, and George Laidlaw retired. Cox now became active again. He purchased the Toronto and Nipissing Railway in July, 1881, and succeeded by November 1881 in engineering a merger of the Midland, Whitby-Lindsay, Victoria and Toronto and Nipissing railways. The consolidated lines were to be known as the Midland Railway of Canada. The first train from Peterborough to Toronto via Millbrook and Lorneville passed over the new system on December 14, 1881, with a running time of three hours.

The sequel to this amalgamation came on January 1, 1884, when the Grand Trunk Railway leased the Midland Railway and Cox withdrew from railway affairs. It then transpired that the Grand Trunk already had a controlling interest of $4,316,920 in the Midland Railway capitalization of $6,600,000. Here were the backers for whom the versatile Cox had done his work so well and from whom no doubt he received suitable recognition. The Midland Railway was finally consolidated with the Grand Trunk by Act of Parliament in 1893.

As part of the consolidation of 1881, plans were laid for building short lines between Wick on the T. & N. R. and Manilla on the Whitby-Lindsay line, and between Peterborough and Omemee, and for the construction of a new bridge and station at Lindsay.

The Wick-Manilla line was seven miles in length and ran from Wick Junction, a mile north of Wick Station, to Manilla Junction, a third of a mile north of Manilla Station (now Cresswell). The contract here was let in 1882 to George Wheeler, M.P. In July 1883, Wick station and Manilla station were abolished and the name "Wick Junction" were changed to "Blackwater Junction."

The Omemee-Peterborough line, known popularly as the "Missing Link," was begun in February 1882 under the contractorship of J. H. Beemer. The heaviest work lay in the bridging of two wide deep valleys at "Tully's" and "Doube's." The former required a trestle 700 feet long and 40 feet high and the latter a trestle 1600 feet long and 70 feet high. Most of this trestle-work has since been filled in with ballast. On July 2, 1883, a small battle, involving stilettos and revolvers, took place at Sheriff's Cut, two miles east of Omemee, between some Italians who had struck over an illegal reduction of wages and some Irish-Canadians who had kept on working. Many were wounded but none killed. The first train over the "Missing Link" was run on November 23, 1883, five days after standard time had been first adopted by the railways of Canada.

At Lindsay a new entry, by means of a high level bridge just south of the line of Durham Street, was decided on. The steel superstructure was supplied by the Hamilton Bridge Works and consisted of a centre span 84 feet long and two end spans, each 44 feet long. The supporting piers of solid masonry, 47 feet in height, were built by Messrs McNeely and Walters, of Lindsay. This bridge was replaced in 1901 by a through girder bridge. The old swing bridge across the Scugog at the head of Lindsay Street North was abolished and its centre pier removed from the river in May 1887 by Capt. George Crandell.

The old East Ward station was also discarded and a new station site chosen just south of Durham Street at William Street. The first new station, a diminutive structure, 27 feet by 43 feet, was built in September 1883 and burnt down on January 8 1885. The present building was erected on the same site in October 1888.

During the eighties it was decided to make Lindsay the divisional point (as it is today) for the whole Midland system. The locomotive works which had formerly been located in Port Hope were therefore transferred to Lindsay. The first sod for the new buildings was turned by H. J. Rainsford on July 18 1887.

Irondale, Bancroft, and Ottawa Ry.

A road which does not lie actually within the county but which is inseparably associated in thought with the Victoria Railway is the I. B. & O. (Irondale Bancroft and Ottawa) Railway, known in early times as the "I O U" because of its financial trials. This railway strikes east from Kinmount Junction on the Haliburton line 2 8 miles north of Kinmount. A charter issued in 1880 granted permission to build west to Georgian Bay and east to Ottawa. The line was begun by Mr. Myles, of the Snowdon Iron Mine, extended by C. J. Pusey and L. B. Howland, and finally acquired by the C. N. R. in 1909. Constructional difficulties were enormous, traffic was scarce and money scarcer, and progress in building hardly averaged a mile a year. The first engine on the line was the "Mary Ann," a gentle creature who, whenever the rails gave out, would squat quietly down on the ballast without hurting a soul.

At the present day the I. B. & O. has reached Bancroft on its way to Ottawa.

Hope Deferred Maketh Bobcaygeon Sick.

The only important centre in the county which was not served by the consolidated Midland Railway system was the thriving village of Bobcaygeon, with its products of lumber, lime, and building stone. Attempts were made by Peterborough promoters in 1874-78 and again in 1881 to finance a line from Peterboro to Bobcaygeon. Both attempts failed, although in the former case Bobcaygeon and Verulam each voted $22,000 in bonuses.

On March 26 1888 a charter was granted to a Bobcaygeon, Lindsay and Pontypool Railway Company composed of Lindsay and Bobcaygeon business men. The company found construction beyond its means and accomplished nothing until 1893. An agreement was then entered into with the Canadian Pacific Railway whereby the latter agreed to back construction on the understanding that they were to receive a 99 year lease. In this way the C P R got the road without the trouble of securing an extra charter and the directors of the B. L. & P. R. attained their objective, the linking up of Bobcaygeon with the outside world. The promoters of this project were H. J. Wickham, W. T. C. Boyd and Thomas Stewart.

Surveys were made in May and June 1902 and a line chosen from Burketon in Durham county on the C P R through Lindsay to Bobcaygeon. The Dominion government gave a bonus of $3200 per mile for the whole 38 miles of construction and the Ontario government $3000 per mile for the 16 miles between Lindsay and Bobcaygeon. The contract for building was let in July 1903 to E. F. Fauquier.

Bitter opposition was given by the G T R. The original plan had been to enter the town by a line built a mile east of the river, cross the G T R tracks on the level and come in on a curve. According to law it was permissible for a new road to cut across a single main line of rails but not a series of sidings. The G T R therefore anticipated matters by laying down a series of extensive sidings (called the "Santiago Siding" in memory of the recent Spanish American War) directly across the proposed route. A changed survey now dipped down to river level and passed under the G T R high level bridge. The G T R next tried to block the Bobcaygeon line from crossing the old track of King Street in the East Ward but was forced to give way by the Railway Committee of the federal Privy Council.

In order to pass through Lindsay on the new level entire blocks in a thickly built up part of the East Ward had to be bought up and demolished. Over forty residences with their outbuildings were wiped out and their destruction produced a housing famine in the town. The cost of a mile of railway in this part of Lindsay totalled over $150,000.

The road was officially opened by H. P. Timmerman on July 26, 1904.

A Line for Manitoba Wheat

Scarcely had this Bobcaygeon spur been completed, when the C P R. began to lay plans for the construction of a railway from Victoria Harbour on Georgian Bay to their main line near Peterborough so that the grain harvest of the western provinces might be handled with greater despatch. Surveys were begun in the fall of 1905 under the direction of Mr. Gourley, C.E. Seventeen different survey lines were run and a route was finally chosen in 1906. Building was postponed however for another five years because of the government's delay in dredging out Victoria Harbour sufficiently for the big grain vessels to moor alongside the elevators.

The G T R prepared meanwhile to counteract this C. P. R. venture by double tracking the Midland Division from Midland to

Port Hope and improving grades all along the route. A new entry into Lindsay from the northwest was built in 1909, thus eliminating the difficult grade on Victoria Avenue. Further construction was prepared for in a leisurely fashion, but the enterprise was dropped when Chas. M. Hays perished in the Titanic disaster.

The C.P.R. began work in earnest in 1911 on its line from Port McNicholl on Victoria Harbour, to a point on the main line near Bethany in Durham county. (The junction here has been called Dranoel, i.e. Leonard, spelled backwards.)

The general contract was awarded to the Toronto Construction Company and the local sub-contracts to Johnston Bros. (Lorneville to Cambray), Perry and Stewart (Cambray to Lindsay), and F. R. Wilford (southeast from Lindsay.)

The last rail was laid on October 25, 1911. The total length of the line was 88 miles, and its maximum gradient four-tenths of one per cent.

Recapitulation

Brief summarizing may clarify our retrospect of Victoria's railways. Three early roads were built to link up the trade of the Kawartha basin with the outside world, and a fourth sought to tap forest wealth and supposed agricultural resources in the granite hinterland of Haliburton. These roads were amalgamated in 1881 and absorbed by the G.T.R. in 1904. The C.P.R. completed a short line as a trade outlet for Verulam and Bobcaygeon, and in 1911 built a cross country grain portage line from Georgian Bay to their Toronto-Montreal trunk line.

Chapter XI.

A Century of Politics

The sketch of a century's politics in Victoria county which is set forth hereafter has been confined to a bare outline of elections and governments. Material had been gathered for an analysis of the political issues which have been faced by electorates from 1821 to the present day, but such a discussion has been found too extensive to include in the present history of Victoria county.

It might be well however to note in passing that there have been real issues whose treatment and solution have underlain the political history of the century. There have been, are and always will be vital problems connected with our national development and it is the duty and purpose of governments to solve these problems in the best interests of the people. Canadian national life is the phenomenon of a complex of races developing in a new country under the directing influence of great geographical, economic and sociological forces. Obstacles to prosperous development have arisen in all times through the ignorance or unscrupulous selfishness of men or governments or the operation of economic laws. When such problems do not receive wise adjustment they persist, like infirmities in the body, to cause continual trouble. For instance clergy reserves, seignorial tenure, and speculators' land holdings were direct hindrances to settlement in early times and the country knew no peace until these burning questions were disposed of by the McNab-Morin government in 1854. So at all times it is the duty of every true citizen to give impartial study to the real issues which confront his country and to exercise the franchise accordingly.

There have been seasons, however, when the true problems of national development have been almost forgotten and elections have been decided on a very different basis. It is hard to escape the conclusion that in Canada our political predilections have been largely hereditary and based on race and religion. In Victoria County, Irish Protestants have been usually Conservative and Orangemen always so, while Scotchmen and Irish Catholics have been usually Liberal. Hence the type of man who cannot understand loyalty in a political opponent has for decades been conducting a miserable inquisition into the nationality and religious tenets of candidates and has been seeing religious hobgoblins peering from under political beds. Then, too, ignorant gullibility has all too often been plied with specious arguments. Personal loyalties have prevailed. Bribery has corrupted the weak. Party machines have controlled nominations and dominated elections. During the past twenty years however, we have been moving away from such methods of deciding great issues. The rising generation is coming to think for itself and the younger men of to-day have nothing but contempt for blind party allegiance.

In this emergence of thoughtful purpose in the people of Canada lies our greatest hope for the future. When a nation comes to know its own mind and to consider its problems on their own merits a new day has surely dawned.

For the mind and will of the great centre of gravity of a democracy must count for something in determining its history. The late Professor Goldwin Smith argued forcefully that Canada's destiny lay in annexation by the United States. John S. Ewart, of Ottawa, claims today with equal vehemence that Canada is to be an independent nation. Both have been great thinkers but both have been blissfully ignorant of the conscious will of the Canadian people. Hence both have been hopelessly wrong and have merely spun fine webs of thought in vacant lanes where no man passes.

The people of Canada are coming to realize that there are national problems transcending the importance of mean party politics and both doctrinaire and professional politician will have to give weight in future to the deliberations and decisions of the people themselves, for by these decisions the future will be shaped.

The U. C. House of Assembly, 1821-41.

From 1821 to 1841 such of the modern Victorian townships as were then in existence formed part of Durham County, known also politically as the West Riding of Newcastle District. For this riding two representatives sat concurrently in the House of Assembly of Upper Canada. The following were the members elected during the period from the first settlement of Victoria up to 1841:—1820-24, Samuel Street Wilmot; 1824-28, George Strange Boulton and Charles Fothergill; 1828-30, John David Smith and Charles Fothergill; 1830-34, George Strange Boulton and Jesse Ketchum; 1834-36, George Strange Boulton and John Brown; 1836-1841, George Strange Boulton and George Elliott.

It was during this period that the bilious ferment of Family Compact misrule came to its climax. The economic ills of the province suffered from the malpractice of an irresponsible government. The settlement of the land had been made well nigh hopeless by grants to the church, to politicians and to politicians' friends. Redress seemed beyond hope and in 1837 a few of the reformers headed by William Lyon McKenzie entered on a rash, brief, pitiful little revolt. The British government at last realized that all was not well in Canada and sent out Lord Durham to investigate. The outcome was a monumental report on the grievances and problems of both Upper and Lower Canada. Durham recommended (1) that responsible government be granted to the colony as a cure for political abuses and (2) that the two provinces be united in the hope that mutual understanding might temper racial antagonism.

In surveying the events of this period it would not be wise to

braced the notorious leaders of either faction as deliberately evil. Most of their acts were probably performed in accordance with conscience. We need to learn that integrity of character may be accompanied by uncivilised prejudice and cruelty. Witness, for example, the almost unbelievable tyranny of bigoted righteousness in the case of Archdeacon Strachan and the narrowness, bitterness and emotional violence of many of his followers. On the other hand some men even today take a long time to realize that those who differ with the political party constantly in power are not necessarily traitors or rebels.

All the members for Durham County from 1821 to 1841 were supporters of the Family Compact. Perhaps the foremost of their unsuccessful opponents was Cheeseman Moe, of Ops, a retired naval officer, who owned the northern one-quarter of the modern town site of Lindsay. Moe left for California by the overland route during the gold-rush of 1848. He was never heard of again and his land in Lindsay was sold for taxes.

Politics Following the Act of Union.

As a result of Lord Durham's report the British parliament passed an Act in July 1840 uniting the two provinces. The first election was held the following spring.

The electors of Durham County voted at Newtonville in Clarke township. Representation had been cut down to one and the contest was between George Strange Boulton (Family Compact) and John Tucker Williams (Reformer). Boulton took every precaution to ensure his election. Temporary refreshment booths were set up and whole barrels of free whiskey stood on end with their heads knocked out. Axe handles were provided for the persuasion of those who refused to be mellowed. As voting was public and each man had to ascend a flight of steps to an open-air platform and verbally announce the name of the candidate whom he favored, the Compact had always won heretofore under such circumstances. On this occasion, however, the Scotch settlers of Eldon, who were nearly all ex-soldiers, marched to the polls in a body, dressed in navy blue and led by their pipers, and voted to a man against Boulton. When it was announced that Williams had been elected, there was a riot and a Reformer named John Marshall was clubbed to death.

During the first parliament in 1841 the townships now in South Victoria and South Peterborough were formed into the Colborne District and assigned one representative. In 1853 Victoria County was made a separate political riding with one member, an arrangement which persisted until Confederation.

The promised principle of responsible government was soon to be rudely violated. Sir Charles Metcalfe, who became governor in 1843, refused to follow the advice of his ministers in the matter of appointments to public offices and actually conducted an election in person in 1844 in order to secure the arbitrary powers which he desired. Wholesale bribery, especially by grants of public lands, was used and he succeeded in getting a small majority in his favor in the

Colborne District, however his candidate, Colonel Baldwin, of Toronto, was defeated by George Barker Hall a Peterborough lawyer, who ran for the Reform party

The next governor was the Earl of Elgin appointed in 1847 In December 1847 the Viger-Draper government formed under Metcalfe resigned and parliament was dissolved In the elections of 1848 the Reformers swept the country and formed a ministry under Robert Baldwin and Sir L H Lafontaine Colborne District returned James Hall (Reformer) a Peterborough Scotchman, with a plurality of 81 votes over John Langton of Fenelon and Richard Birdsall of Asphodel

The Earl of Elgin had married a daughter of Lord Durham and was very anxious to give Durham s report full application in colonial affairs He therefore accepted fully the principle of responsible government and held it his duty to accede to the advice of the leaders of the party in power

In 1849 a Rebellion Losses Bill was passed by the parliament which then met in Montreal giving compensation to all in Lower Canada (exclusive of convicted rebels) who had suffered losses in the revolt of 1837 When Elgin gave the Crown s assent to the bill a mob of blackguards consisting of the so-called aristocracy of Anglo-Saxon Montreal ,assaulted Elgin with stones and rotten eggs burnt down the parliament buildings and looted Lafontaine s house The governor persisted patiently in his chosen course however and constitutional government emerged stronger than ever from this last outrageous assault on it by the survivors of the Family Compact party

In 1851 another general election took place The Reform party was again in the majority but Lafontaine and Baldwin retired from public life and their places were taken by A N Morin and Francis Hincks In the United Counties of Peterborough and Victoria (as our riding then stood) John Langton of Fenelon township (Moderate Conservative) was elected by a majority of 70 over James Hall (Reformer) the former member

Rise of Political Parties

During the period from 1841 to 1855 the elements which make up our modern political parties may be seen in primitive form For some time there were really five parties in the Assembly, as follows —(1) a rabid remnant of Family Compact Tories, which burnt itself out in the outrages of 1849 (2) the moderate Conservative win and Lafontaine (4) the Clear Grit Reform party of Upper Canada and (5) its counter part, the Parti Rouge of Lower Canada

After an election in 1854 none of these parties had a majority in party (3) a rather conservative Liberal party represented by Baldthe house and John A Macdonald a leading Conservative, was instrumental in bringing about a coalition between the Conservatives and the Conservative Liberals thus forming the nucleus of what is still known as the Liberal-Conservative party The "Clear Grits" and "Parti Rouge" were more or less thrown together in the opposition and are the direct ancestors of the straight Liberal party

Victoria county had been made a separate riding in 1853 and in the election of 1854 returned James Smith (Reformer) a Port Hope barrister by a heavy majority over Mossom Boyd (Conservative) the Bobcaygeon lumberman. Smith supported the coalition already referred to and gave such offense to his constituents by so doing that he had to retire from political life

In the next election held in 1857 there were actually four candidates in Victoria A A McLaughlin (Liberal) of Mariposa, Samuel Davidson (Liberal) of Mariposa, Robert Lang of Lindsay and John Cameron (Conservative) a Toronto banker The latter was elected

In 1861 James W Dunsford (Liberal) of Verulam defeated John Cameron Dunsford was again successful in 1863, when his opponent was the Hon Sydney Smith (Conservative) of Cobourg

Circumstances Leading to Confederation

It had become fairly clear by this time that the legislative union of provinces established in 1840 could not last much longer It was evident that the affairs of two peoples differing so widely could not be efficiently managed by one set of ministers and a single legislature The bond was too rigid to be natural

At last in 1864 the machinery of the Constitution came to a deadlock Four ministries had been overturned in the course of three years Neither party could secure more than a nominal and quite unreliable majority of one or two votes

The leaders from both provinces had too much sense to demand absolute separation Union was imperative not only to give sufficient force for the development of the country, but also to consolidate the country against dangers from without.

A new kind of union therefore had somehow to be secured In 1860 the Ontario Liberal leader George Brown had asked the Assembly to declare for "the formation of two or more local governments to which should be committed all matters of a sectional character, and the erection of some joint authority to dispose of the affairs common to all" The idea was rejected then but its time was to come. In 1864 Brown consented to join forces even with John A Macdonald, to whom he was particularly opposed to set up a federal system including the Maritime Provinces

The Legislatures of Nova Scotia and New Brunswick as well as that of Upper and Lower Canada agreed to the scheme drawn up by their delegates and most willingly adopted at their request by the Imperial Parliament, and so on July 1 1867 the Dominion of Canada came into being

Basis of Confederation

The statutory authority for this union was the British North

America Act. For the Dominion as a whole the government was to consist of a governor-general, a senate of 72 appointed senators and an elective House of Commons to which Quebec was to be represented by 65 members and the other provinces according to population on a relative basis. The dominant party in the House of Commons was to select certain of its members, subject to the nominal approval of the governor general to act as a cabinet or privy council and nominally to direct the various departments of the civil service. The legislative powers of the federal government embraced among other things the postal service the census regulation of trade and commerce, customs duties militia and defence navigation railways currency banks negotiable paper patents copyrights, Indian affairs immigration and criminal law

The four provinces Ontario (formerly Upper Canada) Quebec (formerly Lower Canada) New Brunswick and Nova Scotia each had separate provincial governments for the administration of local affairs in Ontario this government consisted of a lieutenant-governor and an elective legislative assembly of 82 members The jurisdiction of the provincial government included education public lands and timber municipal institutions the solemnization of marriage liquor licenses and prisons and hospitals in and for the province

Victoria County Federal Politics.

By this same Act Victoria County was divided into two ridings South Victoria, consisting of the townships of Ops Mariposa Emily and Verulam and the town of Lindsay and North Victoria, consisting of all the townships lying to the north

From 1867 to 1874 the Dominion government was dominated by the Liberal Conservative party under the Rt. Hon John A Macdonald Victoria county was however in the opposition for part of this time In the election of 1867 John Morrison (Liberal) of Woodville defeated John Cameron (Conservative) of Toronto in North Victoria and in South Victoria George Kempt (Liberal) of Lindsay defeated Hector Cameron Q C (Conservative) of Toronto

The next election in 1872 saw a complete turn-over in North Victoria Joseph Staples (Conservative) of Bexley defeated the former member, and in South Victoria George Dormer (Conservative) a Lindsay barrister defeated John McLennan a merchant of the same town

In 1873 it was proven that the Canadian Pacific Railway then recently incorporated had made very large cash contributions to the Conservative election campaign funds This disclosure wrecked the party for the time being In the election which followed a Liberal government under the Hon Alexander Mackenzie was returned with a large majority Victoria stayed Conservative however In the north riding Hector Cameron, Q C (Conservative) won out from James McLennan Q C (Liberal) and in the south riding Arthur McQuade (Conservative) of Emily vanquished John McLennan (Liberal) of Lindsay

Under the Mackenzie administration, voting by ballot was introduced in 1874 the Supreme Court of Canada was established in 1875 and the Scott Act was passed in 1878

On September 17 1878 the Conservatives under Macdonald were returned to power on the strength of their National Policy of high customs duties to protect home industries In Victoria county the same members, Hector Cameron and Arthur McQuade, were returned Their opponents were James McLennan and John Connolly respectively

The Conservatives now remained in power until 1896 The opposition was led by the Hon Edward Blake from 1883 to 1887 and from 1887 to 1896 by the Hon Wilfrid Laurier

In June 1882 Hector Cameron was again elected for North Victoria with a majority of 290 over George Keith (Liberal), and John R Dundas (Conservative) had a majority of 61 in South Victoria over William Needler

The next election in February 1887 saw a change Cameron had been found guilty of boodling and had been denounced in the previous parliament by members of his own party There was therefore little surprise when he was routed in North Victoria by John A Barron (Lib) of Lindsay In South Victoria Adam Hudspeth Q. C. (Conservative) of Lindsay won a majority of 47 over William Lownsbrough a Mariposa farmer Hudspeth was unseated but was re-elected by a majority of 54

March 5 1891 was the next day of contest On this occasion John A Barron (Liberal) had a majority of 244 over Sam Hughes (Conservative) in North Victoria and Charles W Fairbairn (Conservative) received a majority of 14 over Thos Walters (Liberal) in South Victoria Both of the members elect were unseated While Fairbairn, however, was re-elected by 228 majority, Barron lost to Hughes by a majority of 239

Sir John A Macdonald died in 1891 and the Conservative party ran into troubled waters under his successors, Abbott, Thompson and Tupper Finally in 1896, the Liberals under Sir Wilfrid Laurier swept the country and set up an administration that was to last until 1911

At this time George McHugh (Liberal) carried South Victoria with a majority of 62 over Dr A E Vrooman (Conservative). In North Victoria however Sam Hughes (Conservative) was again elected with a majority of 251 over R J McLaughlin (Liberal)

The county turned entirely blue again in 1900 Dr. Vrooman was then elected with a majority of 216 over his old antagonist, George McHugh, and Sam Hughes appeared again for North Victoria with a majority of 106 over Dr John McKay of Woodville

A Representation Act passed in 1903 abolished the old political ridings and constituted a single new riding consisting of all of Victoria and Haliburton The member for the riding from that time down to the present has been Sir Sam Hughes He has defeated R J McLaughlin, K C of Lindsay in 1904, Dr Archibald Wilson of Fenelon

Falls in 1908, James R. Begg of Lindsay in 1911, and George D Jesse of Rosedale in 1917.

In 1911 a Conservative government under Sir Robert Borden came into power and Sir Sam Hughes was made Minister of Militia and Defence. In 1917 a Coalition government was formed for the duration of the war in order to guarantee certain war measures. Since the close of the war, control has passed into the hands of the National Liberal and Conservative Party under the Rt Hon Arthur Meighen.

Victoria County Provincial Politics.

The first provincial government was formed on coalition lines in 1867 by John Sandfield Macdonald. In the north riding of Victoria A P Cockburn (Liberal) a Kirkfield lumberman had defeated Joseph Staples (Conservative) of Bexley, and in South Victoria Thomas Matchett (Conservative) of Omemee had been elected by acclamation.

In 1871, the province was swept by a reorganized Liberal party, which held power from 1871 to 1905 and on the whole worthily. Under Sir Oliver Mowat, premier from 1872 to 1896, the government though strongly partisan was thrifty and honest. Mowat won his greatest fame in vindicating provincial rights against the presumptions of the federal government, especially in the cases of the boundary between Ontario and Manitoba and of the control of streams and crown lands.

The election of 1871 returned Duncan McRae (Conservative) of Beaverton for North Victoria and S C Wood (Liberal) then county clerk and treasurer for South Victoria. Their defeated opponents were Dalton Ullyot, a Fenelon Falls lumberman, and Thomas Matchett the late member, respectively.

In 1875 McRae first lost to J D Smith (Liberal) of Fenelon Falls. The latter withdrew on the filing of a petition, and McRae won out from Dr Grant (Liberal) of Woodville. The south riding returned S. C Wood (Liberal) over Wm Cottingham (Conservative) of Omemee. In the following year Wood was made Provincial Treasurer and in the bye-election necessary to confirm this cabinet appointment defeated Adam Hudspeth, a Lindsay barrister.

The election of 1879 brought in S S Peck (Liberal) of Minden, stipendiary magistrate for Haliburton county, as member for North Victoria. His opponent was John Fell of Somerville township. In South Victoria the Hon S C Wood maintained his position against W. L. Russell (Conservative) of Lindsay, then Warden of the county. Wood retired from political life in December 1882.

In 1883 John Fell (Conservative) defeated S. S. Peck in North Victoria and D J McIntyre (Liberal) of Lindsay won from C W Fairbairn (Conservative) in South Victoria.

During the next session, McIntyre tried to make his position permanently certain by having the ridings gerrymandered into "East Victoria" and "West Victoria" and including in the latter the Liberal townships of Ops Mariposa Eldon Carden, and Dalton His scheme met with poetic justice in the election of 1886 The Liberal majority in Mariposa for instance dropped from 400 to 8 and worse things happened in the other townships John Cruess (Conservative) was elected, and McIntyre withdrew permanently from political life In East Victoria John Fell was returned with an increased majority The ridings remained as reconstituted until 1915 when they again became North and South Victoria as of old. The blow to Liberal prestige was permanent for during the 35 years since the gerrymander only one Liberal has been elected by this county to the provincial house

In June 1890 John Fell (Conservative) was sustained in East Victoria but John Cruess was vanquished by Dr John McKay (Liberal) of Woodville

In 1894 the Patrons of Industry a farmers political organization placed John Campbell in the field in West Victoria (where Dr McKay was running for the Liberals and Robert Bryans for the Conservatives) and William Thurston in the field in East Victoria against J H. Carnegie (Conservative) In West Victoria, Campbell lost his deposit and McKay had a majority of 470 over Bryans. East Victoria gave Carnegie a majority of 273 over Thurston In the province as a whole the Patrons of Industry elected 17 members out of a total of 93 The movement suffered from its leaders refusal to broaden out and came to an abrupt end

Samuel J Fox (Conservative) of Ops defeated Dr McKay in West Victoria in 1898 and held his own against Newton Smale in 1902 and against Thomas Stewart in 1905 John H Carnegie (Conservative) had like success in East Victoria, his adversaries being John Austin in 1898 L. F Heyd in 1902 and John Austin again in 1905

Meanwhile under Mowat s successors "the barnacles that always attach to a party long in power became unpleasantly conspicuous" and in January 1905 the Conservatives under James P Whitney came into power with a majority of forty members. After the death of Whitney the Hon Wm H Hearst became party leader in 1915

In the election of 1908, Samuel Fox (Conservative) won from Thomas Stewart of Lindsay by 98 votes in West Victoria, and in East Victoria J H. Carnegie was elected by acclamation Before the next election Carnegie had retired from politics and Fox had died (July 8 1911)

Dr A. E Vrooman (Conservative) carried West Victoria in 1911 with a majority of 184 over C E Weeks (Liberal) Dr R M Mason (Conservative) of Fenelon Falls was returned by acclamation for East Victoria

In 1915 the ridings once more became North Victoria and South Victoria Dr R M Mason (Conservative) vanquished Thomas Hodgson (Liberal) by 485 votes in the former constituency, while John Carew (Conservative) won out from A. M Fulton (Liberal) in the latter by a majority of 545.

In October 1919 a new agrarian party, the United Farmers of Ontario assumed control of Ontario politics In South Victoria Frederick G Sandy (U F O) had a majority of 1349 over Dr John W Wood (Conservative) and in North Victoria the Rev Edgar Watson (U F O) of Fenelon Falls defeated Dr Mason (Conservative) the late member, by 918 votes

Senators From Victoria.

In the Dominion Senate formed at Confederation Victoria county was represented by the Hon John Simpson father of Dr J Simpson of Lindsay Senator Simpson had previously been elected twice to the Legislative Council of Canada from Newcastle District and when the Senate was constituted in 1867 he was appointed as one of its charter members. He died soon afterwards however and Victoria was without representation in the Upper House until February 1892 when John Dobson of Lindsay was appointed George McHugh of Lindsay joined him in the Senate in 1901 Senator Dobson died in 1907 but Senator McHugh is still active

Chapter XII.

A Schoolhouse Revolution

It is impossible to understand the development of schools in Victoria County without some knowledge of the evolution of the school system of Ontario as a whole. A brief history of education in Ontario therefore follows as an introduction to the record of our county schools. For the convenience, however, of those who are not interested in systems and developments this chapter has been divided into two parts, (A) and (B). By skipping the general history in (A), one may pass directly to the more intimate annals of the county's schools in (B).

(A) General History of Education in Ontario.

It may well be pointed out here that the educational system of Ontario is divided into three stages, elementary or Public Schools, secondary schools and universities, each with definite limits and distinct functions. As only elementary and secondary schools have grown up in this county, the history of the universities will be passed over lightly.

Administration of School System

The past administration of the educational system of Ontario falls into two main periods, a bureaucratic period, from 1823 to 1875, and a period of administration by responsible ministers, from 1876 down to the present.

In 1823 a General Board of Education for Upper Canada was established with the Rev. Dr. John Strachan as Chairman. This Board was too busy with clerical plotting to accomplish much for the benefit of the province, and ultimately disappeared.

On October 18, 1844, Sir Charles Metcalfe appointed the Rev. Egerton Ryerson as Assistant (and later Chief) Superintendent of Education for Upper Canada. An Act in 1846 provided for a General Board of Education (consisting of Ryerson and six other members appointed by the governor-general) and a Council of Public Instruction to look after the Normal School. These two bodies were amalgamated in 1850 as the Council of Public Instruction. Ryerson was the real administrator of education in the province until 1875, when he resigned.

In 1876, one-responsible paternalism ended and a Department of Education, with the Hon. Adam Crooks as responsible Minister, was formed. Subsequent Ministers of Education have been the Hon. G. W. Ross (1883-1899), the Hon. Richard Harcourt (1899-1904), the Hon Dr R. A. Pyne (1905-1918), the Hon Dr Cody (1918-1919), and the Hon R H Grant (appointed 1919.)

In the reconstruction of 1876 the Council of Public Instruction was replaced by a Committee of the Executive Council which really functioned in a Central Committee of Examiners consisting of Professor George Paxton Young of Toronto University (as Chairman) the three High School Inspectors (J A McLellan J M Buchan and S A. Marling) and four Public School Inspectors (J C Glashan J J Tilley G W Ross and J L Hughes) The Central Committee of Examiners was succeeded in 1890 by a "Joint Board" of eight members half of whom were appointed by the University of Toronto and half by the Department of Education In 1896, this Joint Board became the Educational Council, consisting of nine university representatives one High School representative, and one representative of the Public School Inspectors The Conservative government of 1905 changed this body into an Advisory Council of Education comprising twenty members who represented all branches of the educational service In 1906 as the new Minister was a physician and not an educationalist the old office of Superintendent of Education was revived and John Seath B A. then Senior High School Inspector was appointed to the office. Seath was virtual dictator in the Department until his death in 1915 The Advisory Council was abolished in 1915 and no similar body created No successor to Seath has as yet been appointed

Public School System Develops

The beginnings of our present elementary school system are to be found in a Parish or Common Schools Act passed in 1816 by the Assembly of Upper Canada By this Act the people of any village town or township might establish a Common School by building a school house furnishing at least twenty pupils and electing three trustees At the same time a District Board of Education of five members was appointed in each District by the governor for the purpose of superintending the Common Schools, distributing the annual government grant among the teachers and making an annual report to the governor There was to be a permanent yearly grant to each District of $1000 for salaries and $600 for books the balance of the cost of school maintenance had to be made up by local subscription.

No advance on this legislation was made for over a quarter of a century Strachan who dominated the situation did not believe in education except for the sons of the Family Compact Anglicans The school-houses were log shacks without blackboards maps or adequate text-books. Salaries were so small that boards often could hire only common idlers impecunious vagabonds or disabled and ignorant veterans In 1841 there were 800 Common Schools in the province serving about one in eighteen of the population Not one teacher in ten was fully qualified There was no efficient supervision and no way of enforcing improvements Worst of all, few people had

any interest in education or any appreciation of its worth.

With the union of the provinces in 1841 a great change began. The Municipal Act of that same year supplied local machinery working in harmony with a central government. School Acts were passed in 1841 and 1843 but were poorly drafted and did not work well. In 1844, the Rev. Egerton Ryerson, head of Victoria University, Cobourg, was appointed Superintendent of Education for Upper Canada. After a year of foreign travel and investigation Ryerson prepared the Common School Act of 1846. Its aim was to supply training for the unqualified teachers of the province and then through the leverage of the government grant to compel Districts and school sections to employ qualified teachers, to pay more adequate salaries, to use authorized text-books and to provide proper buildings and equipment. The Act therefore provided for a Normal School and a Model School situated in Toronto at which teachers could secure technical training and for a Superintendent of Schools in each Municipal District, who should examine every school at least once a year and report on its eligibility for the government grant.

The Normal School was opened in 1847 under the principalship of Thomas Jaffray Robertson. Up until 1871 teachers' certificates valid only in the county where granted, were issued by County Boards of Education. The Normal School began to issue general certificates in 1853. At last, in 1871, it was enacted that only the Normal School could grant first and second class certificates and that all that County Boards could bestow was a three year third class certificate to those who had passed a definite Departmental examination. A tremendous change had thus been brought about. In 1844 Ryerson had found all schools taught by teachers without certificates and without professional training. By 1875 every teacher in the province was certificated under Government examinations and a great many of them had been trained at Normal School. This end had not, however, been attained without many pitched battles with the friends of incompetent teachers and with trustees who wanted cheap teachers regardless of qualifications. Additional Normal Schools have since been established at Ottawa in 1875, at London in 1900, at Hamilton, Stratford and Peterborough in 1908 and at North Bay in 1909. A system of County Model Schools was set up in 1877 but had practically disappeared by 1907.

In 1850 Ryerson passed a second Common School Act, which has often been called "The Charter of the Ontario School System." This Act permitted the levying of school taxes on all property and not simply on the parents of school-children, as had been done before, and the admission of all children free of charge. This ran sectarian schools practically out of business, for the denominational school, even though partially parasitic on government aid, was unable to compete with the free school. The Act was thus a death blow to the efforts of busy clergymen to get education into their own hands and to train up the youth of the country in an atmosphere of prejudice. The Act also made Trustee Boards corporate bodies with full power to levy taxes and to manage schools, subject to governmental regulations

By another Act passed in 1871 the principle of free schools and general taxation for school purposes made permissable in 1850 became compulsory As a natural corollary, attendance became compulsory as well for all children between the ages of eight and fourteen. Common Schools were renamed Public Schools County Inspectors of Public Schools who had to be qualified teachers with long and successful teaching experience, were appointed Teachers were to make small payments towards a superannuation fund This most vital scheme had been set going on an optional basis by Ryerson in 1854 It was abolished by the Mowat government in 1885 and was revived again April 1 1917 All conscientious teachers are now giving it their full support

During the past fifty years while no great change has been made in the administration of the Public School System many changes have been gradually worked into the curriculum

Kindergartens were begun in 1882 and officially recognized by 1885 Since 1914 this work has received fresh impetus with the formation of a new Public School department known as the Kindergarten Primary

The study of Agriculture was mooted as early as 1871 but nothing effective was done until 1907 when a system was worked out whereby graduates of the Ontario Agricultural College were appointed as County Agricultural Representatives and included school instruction in Agriculture among their duties In 1918 such instruction was being carried on in 1020 Public and Separate Schools

Domestic Science for girls and Manual Training for boys were introduced in 1900 the former by a Mrs Hoodless and the latter by Wm McDonald of Montreal assisted by A M Leake. In 1918 Domestic Science was being taught in 55 centres and Manual Training in 98 centres

A system of Continuation Classes was originated in 1896 whereby pupils could receive, while still in Public School advanced instruction similar to that of junior High School classes In 1918 there were 137 of these Continuation Classes with an enrolment of 5104 pupils

Development of Secondary Schools.

The antecedents of our High School system go farther back into the past than do those of our elementary schools In 1798 some 549 217 acres of land were set aside to support free Grammar Schools and a University An Act passed in 1807 made an annual grant of £100 to one Grammar School in each of the eight municipal Districts then established These Grammar Schools were supposed to be classical seminaries after the model of the great English Public Schools In practice they were taught and controlled by Anglican clergymen and reserved for the children of the Family Compact oligarchy

So incompetent did these schools become that in 1828 a Select

Committee on Education appointed by the Assembly recommended their abolition. They were however maintained by the influence of the Compact and in 1839 their revenue and management was placed under the Council of King's College an Anglican University whose charter had been secured in 1828 by Dr Strachan.

No control of Grammar Schools was given Ryerson on his appointment as Superintendent in 1844. He succeeded, however, in having investigation made. It was found that in 1849 forty Grammar Schools had only eight matriculants altogether. Most of them were doing Common School work and doing it poorly.

A Grammar School Act which became law on January 1, 1854 made secondary schools part of the provincial system. Grammar School Trustee Boards, with power to levy rates, were to be appointed by County Councils. Legislative grants, though generous, were to be made only when balanced by local taxation. Strict supervision was to be conducted by Grammar School Inspectors appointed by the Council of Public Instruction.

Four years later Ryerson founded a Model Grammar School at Toronto for the professional training of Grammar School teachers. This school was closed in 1863 and all such instruction given in the Normal Schools until 1885 when Training Institutes were set up in connection with the Collegiate Institutes at Hamilton and Kingston. In 1891 the Training Institutes were replaced by the Ontario School of Pedagogy established at Toronto with James A. McLellan as principal. In 1897 this was affiliated with Hamilton Collegiate Institute as the Ontario Normal College. In 1907 Faculties of Education at Toronto University and Queen's University took up the work. And in 1920 these Faculties of Education were centralized at Toronto as the Ontario College of Education.

Ryerson drafted a second Grammar School Act in 1865. It was now necessary for headmasters of Grammar Schools to be graduates of universities in the British dominions. Half the Grammar School trustees were to be appointed by the council of the town or village where the school was situated. And the government grant was based on the number of pupils studying Latin or Greek. As a result almost all the students in each locality, boys and girls, fit and unfit, were thrust into the Grammar School and set at Latin so as to secure a large government grant. The result was widespread demoralization of the school system.

George Paxton Young, one of the Grammar School Inspectors, diagnosed the case and prescribed the remedy in a High Schools Act which was passed in 1871. By this Act, the term "Grammar School" was abolished and the name "High School" (borrowed from the United States) was substituted. The classical obsessions of the past were disregarded and provision made for training in advanced English, natural science, and commercial subjects. Languages became optional only. A departmental examination was also prescribed for all seeking admittance to High Schools. This examination, which still persists, was superlatively sensible in that it shut out all unfit pupils and gave the High Schools a distinct status in the educational system. Considerable agitation against the Entrance examinations has been carried on in recent years but such efforts have been confined to doctrinaires, politicians, incompetent Public School teachers, and the zealous parents of stupid or lazy children. In cities like Toronto, where Public School staffs are comparatively permanent and inspection is incessant, promotion to High Schools on teachers' recommendations is perhaps feasible, but outside of urban centres, the abolition of the Entrance Examination would soon demoralize our secondary schools.

The Act of 1871 also made provision for a superior class of High School to be known as "Collegiate Institutes." The chief differences from High Schools lay in a higher standard of equipment and in "specialist" qualifications for teachers at the head of departments.

During the fifty years which followed, the outstanding phenomenon in secondary education in Ontario was the way in which the Universities and Normal Schools dominated and encroached upon the High Schools.

The earliest universities in the province were King's College (chartered 1828), Queen's College (chartered 1839), and Victoria College (chartered 1841). Many other colleges followed in the course of time, but all except three (Queen's, McMaster and Western) have been affiliated with Toronto University under a federation scheme worked out in 1887.

For half a century the courses of study in our High Schools have been almost wholly determined by the requirements laid down by the universities for matriculation into courses towards the professions and by the departmental requirements for entrance into Normal Schools and the teaching profession. No provision was made to meet the real needs of the great number of students who did not go beyond High School. For girls especially, the usual consummation of whose career is homemaking and not the sterility of a profession, such a system was almost criminal in its insistence on useless subjects and its omission of training for domesticity.

Another weakness in provincial education was the way in which a bureaucratic Education Department, in its passion for uniformity regardless of local needs, kept promulgating an everlasting series of elaborately detailed syllabi for the guidance of teachers at all grades down to the most obvious and trivial detail. The Department was apparently loath to credit any teacher with the administrative intelligence of an anthropoid ape.

A transformation was foreshadowed by the appointment in 1920 of a representative Committee to examine the secondary school system of Ontario and report on necessary or desirable changes in organization.

The report of this Committee is to take effect in September 1921 and will inaugurate many drastic changes. The secondary schools will now provide a five-year course consisting of a Lower School course of two years, a Middle School course of two years, and an Upper

School course of one year The study of English is compulsory throughout every year and the study of Canadian History and Civics, Physiography, Algebra and Geometry each obligatory in the Lower School for one year only All other subjects are optional but at least three and not more than five are to be taken each year Options are to be decided by the Principal and not by the student Provision is made for the study of Agriculture Household Science Manual Training or indeed any subject whatsoever which the Principal and School Board may decide is desirable in the locality Pupils who do not wish to go beyond the High School may secure a Graduation Diploma by passing on 12 subjects at least 6 of which are in the Middle School In all examinations pupils will be credited with every paper on which they obtain 50% The changes in the system are far reaching and will require at least two years for proper assimilation by our schools

Further drastic changes affecting both Public and High Schools, will be made by a recent Adolescent School Attendance Act, which is supposed to take effect this September more particularly in urban centres This measure is modelled after the Fisher Bill in England and provides that every adolescent between 14 and 16 years of age, with certain qualified exceptions, must attend school full time each year Moreover those between 16 and 18 who have not put in full time up to the age of 18 must take part time instruction of at least 220 hours each year It will be vital in the operation of this scheme that such extra training shall be preparation for practical life and not a mere grind in an academic treadmill Special provision must also be made for the very bright child and the very dull child In most Public Schools at the present day a downright crime is being committed against very intelligent children by holding them back to the pace of the average child and keeping them for the full term in each of an unreasonable number of class subdivisions On the other hand most backward students have actual physical or mental defects or deficiencies and require individual examination and special instruction

Libraries and Technical Education.

Public libraries and industrial training are also integral parts of Ontario's educational system

As early as 1835 we find the government giving grants to Mechanics Institutes at Toronto and Kingston These Institutes aimed at providing class instruction adapted to the wants and circumstances of workingmen and at furnishing a reading room as supplementary to such instruction In 1851 an Act was passed for the better management of Mechanics Institutes and Library Associations, and in 1857 a Board of Arts and Manufactures was incorporated to promote their growth In 1868, after Confederation the Board of Arts and Manufactures was abolished and the Mechanics Institutes placed under the Department of the Commissioner of Agriculture for Ontario Provision was made in 1872 for a semi annual inspection of Mechanics Institutes by County School Inspectors, and in 1880 they were placed under the Minister of Education and incorporated into the provincial educational system. A Free Libraries Act, passed in 1882, then permitted Mechanics' Institutes to become free libraries supported by a maximum tax of half a mill levied on the municipality, and in 1895 the official name was changed to "Public Library." Great financial assistance was given to most of the provincial libraries by the late Andrew Carnegie, the Scotch-American millionaire. Supervisory control, however, has remained vested in the Education Department. An important revision of the Public Libraries Act in 1920 granted libraries the support of a municipal per capita tax of fifty cents.

The industrial class instruction of the old Mechanics' Institutes has largely disappeared from the modern Public Library and has been otherwise provided for. In 1909 a Technical and Art School was opened at Hamilton and in 1919 a large Technical High School began operations in Toronto. In the following year the Minister of Education established a sub-department known as the Department of Industrial and Technical Education with Dr. F. W. Merchant as Director. Great progress has since been made and in 1926 there were 12 industrial day schools with 177 teachers and 4790 pupils and 49 industrial night schools with 845 teachers and 26,827 pupils.

(ii) Elementary Schools in Victoria.

Only a few primitive schools grew up in Victoria county in the ill-regulated period prior to Ryerson's appointment as Provincial Superintendent of Schools.

In Emily the first school was at Omemee. James Laidley and Captain Matthew Handcock were early teachers. The first school in Ops was the modern school section No. 9, long known as the McNeely school. The first teacher here was Wm. P. McGrane, who came in from Cavan township in 1835. He taught at first in his own log home and then in a log school on the farm of Charles Cornell. The Walker school, at the junction of the Mt. Horeb and Omemee roads, was also very early. The teacher here was Thomas Kent. In Mariposa the first schools were at Oakwood and at Taylor's Corners. In Eldon the first teachers were Angus Ray, in a house on the Thorah side of the town line, Lachlan Campbell, on Concession III, and John Orrogan, on Concession VI. The first school in Verulam was taught by John Taylor in a log cabin on Bobcaygeon Island.

Under the Common School Act of 1843, Rev. Elias Burnham of Peterborough was appointed Superintendent of Schools for the Colborne District, a position which he held till 1850. His salary was at first £25 per annum and was later raised to £50, a sum which was supposed to cover travelling expenses which far exceeded his stipend. Had he not possessed private means he could never have carried on as he did, at a dead loss, for seven years of unremitting toil. His report for 1844 records a great deficiency of school books due to the poverty or indifference of parents. A fair number of children could read and write but neither grammar nor history was taught and geography was rare.

Thomas Benson succeeded Burnham in 1851 at a salary of £120 per annum. He resigned at the end of the year and his letter of resignation, quoted hereinafter in part, is an eloquent commentary on conditions at that time.—"The first and most powerful motive which impels me to decline a reappointment to the office of superintendent of schools is the conviction that the amount of labor which the faithful discharge of its duties would entail upon the incumbent is more than any one person could possibly endure. The distance which must be travelled over to complete one visit to each school section in this county would appear totally incredible to anyone who had not taken some pains to reckon up the numerous journeys it occasions. One visit could not be nearly accomplished in a quarter of the year at an average rate of travelling of twenty miles a day. This rate considering the state of most of the roads and the time which must be spent in properly examining a school is greater than could possibly be maintained for a whole year. Then upwards of six hundred communications have been received and nearly five hundred despatched. The operation of a law but newly introduced entailed upon me the preparation of opinions and decisions which not infrequently required days of careful research and much labor in furnishing on numerous replies. (All this having to be done personally and in pen and ink.) I do not exaggerate when I state that the office work alone of my situation has consumed more time and required more anxious exertion than is devoted to some of the best paid offices in the country. I find that my health is not equal to the task this office imposes. Frequent night journeys and change of quarters brought on a fit of illness which kept me from the performance of my duties for several weeks, every attempt to resume my journeys bringing on a relapse. Moreover, my personal expenses for the year, including travelling expenses, repairs, postage and loss in value of a horse worn down, have amounted to about seventy pounds, leaving only sixty pounds as compensation for services which occupied the whole of my time, to the exclusion of all other sources of income."

Benson, whose son was later Judge Benson, of Port Hope, was one of the outstanding Canadians of his generation. He was killed in the great railroad disaster at the Desjardins Canal in 1857.

After his retirement in 1852 a system of Local or Township Superintendents was set up. By 1857 nine men (five in Victoria county and four in Peterborough) were carrying out the duties which he had borne alone.

In 1857 Local Superintendents in Victoria were as follows:—Rev. Wm. Bridge, Omemee, supervising Emily with 14 schools; A. Lacourse, Lindsay, supervising Ops with 10 schools; W. H. McLaughlin, Oakwood, supervising Mariposa with 20 schools; Peter H. Clark, M.D., Woodville, supervising Eldon with 6 schools; Rev. Daniel Wright, Fenelon Falls, supervising Fenelon, Verulam, Somerville, and Bexley with 10 schools. Some 4022 children were attending school, of whom 2177 were boys and 1845 girls. Of the 47 schoolhouses 35 were log, 11 frame and 1 brick. Some 35 schools were free and 12 partly free. All the teachers held qualifying certificates. The average length of the school term was 11 months 20 days. There had been 422 visits made during the year chiefly by trustees and clergymen. No common school in the county was teaching Canadian history but 12 were giving instruction in algebra and 7 in geometry.

In Lindsay the first school had been begun about 1841 in a frame building which still stands at 28 Wellington Street. It was used as a school during the week and as a Methodist church on Sundays. In 1852 a frame school was built on the northwest corner of Kent and Albert streets.

Four years later Roman Catholic Separate School classes were begun by John O'Donnell in the log church on the southwest corner of Lindsay and Russell streets. The attendance in 1857 was 114 and the teacher's salary £100. O'Donnell's immediate successors were Michael O'Neill (1858-60), John Murray (1860-61), John O'Brien (1861-62) and John Sweeney (1862-64). In 1868 the present white brick building was erected on the same lot as the log church. At the present day there is a staff of three teachers with a registration of 164 boys. Roman Catholic girls to the number of 166 are given instruction in St. Joseph's Academy, Lindsay.

The frame Common School building in Lindsay was replaced in 1863 by a red brick Union School building, demolished in July 1921. This mangled adaptation of a mediaeval abbey was built with six class rooms and projecting bricks on either side of the building outside for convenience in making additions. About 1870 the bricks on the west side were utilized by putting on a two room addition. No use was ever made of those on the east side, for a policy of building extra ward schools was entered upon instead. At the present day Lindsay has four splendid Public School buildings, all comparatively new, the Victoria School in the East Ward, the King Albert School in the South Ward, the Alexandra School in the North Ward, and the Central School on the old site on the northwest corner of Kent and Albert streets. The registration in these schools last year was 1217 and the expenditure for maintenance $24,327.25.

In the county as a whole the School Act of 1871 established two inspectorates, East Victoria and West Victoria. The inspectors then appointed were J. H. Knight and Henry Reazin respectively. Their successors in more recent times have been G. E. Broderick and W. H. Stevens, B.A., respectively.

In 1877 there were 135 schools in the county, of which 53 were brick, 41 frame and 41 log structures.

In 1920 there were only 103 rural schools, but 74 were brick, 4 stone, 25 frame and none of logs. The total value of rural school property and equipment in 1920 was $460,217.00, and the total expenditure on education for the year was $216,604.61.

The number of school children has, however, decreased rapidly in the rural Inspectorate of West Victoria during the past 37 years while the number of householders has increased by 452, the number of children of school age has dropped from 4693 to 3479. The cause is obviously not migration to urban centres, but the voluntary limitation of families. As a result, many schools once prosperous are now almost deserted. There are five schools in West Victoria whose average total attendance is only 20 pupils or 4 pupils to each teacher employed. Attempts have been made to improve the situation by consolidating school sections adjacent to Manilla and Woodville, but the movement has been defeated by the opposition of childless ratepayers. The consolidated school is, however, a make-shift and not a remedy, and would itself ultimately stand empty under continued race suicide.

The total value of all school property and equipment in the county today is $687,068.00, while the total expenditure on education in 1926 was $282,663.66.

Agricultural Instruction

The first instruction in agriculture in this county was given in 1907 in connection with the Lindsay Collegiate Institute by Francis H. Reed, B.S.A., then newly appointed as County Agricultural Representative.

The present representative, Mr. A. A. Knight, has been holding courses in agriculture in connection with the Farmers' Clubs. He has also organized very successful school fairs in connection with the rural schools. In 1926 school fairs were held at Bobcaygeon, Burnt River, Cambray, Dalrymple, Downeyville, Dunsford, Fenelon Falls, Kirkfield, Little Britain, Oakwood, Omemee, Reaboro and Woodville. In all, there were 2875 children and 1760 adults at these fairs. Entries of cooking, poultry, flowers, fruits, grains, and vegetables totalled 3779. Competitive garden plots, planted and tended by the children, exceeded 2000 in number. These fairs excite great interest and are undoubtedly a very effective form of instruction.

Secondary Education in Victoria.

No secondary schools appeared in this county until after the Grammar School Act of 1853. The Lindsay Grammar School was then established in 1854, the Omemee Grammar School in 1856, and the Oakwood Grammar School in 1869.

It may be convenient to treat of these schools in the reverse order.

The first teacher of the Oakwood Grammar School was George Murray, a B.A. of Oxford University, who was later known as one of Canada's most distinguished classicists. The school was at first built and maintained by the school section alone, but later obtained support from the township of Mariposa. It had a long career of exemplary usefulness and turned out hundreds of successful graduates such as Dr. Wylie, M.P.P., George Thomas, Dr. Broad, Dr. Whiteside, J. L. Whiteside, H. J. Lytle, Judge McIntyre, Rev.

Thomas Brown, Rev J Hubbell, Rev C V Lake, Rev Isaac Weldon, Rev S J Cummings, Donald Anderson, Frederick Shaver, and many others. So important was Oakwood as a school centre that in 1887 some 45 students passed the Entrance there to 29 at Lindsay. In 1888 an unedifying feud arose between the School Board and the Township Council, and the school was ultimately assassinated as a piece of municipal politics.

The Omemee Grammar School was begun in 1858 in conjunction with the Common School. The principal for nearly a quarter of a century was John Shaw, M.A. Perhaps the most distinguished graduate of the school has been "Formosa" McKay, the famous missionary. The school buildings were destroyed by fire on November 18, 1884, and again on January 23, 1904, but were rebuilt. Of recent years the registration of pupils has stood at about 40.

The Grammar School at Lindsay was established in 1854. When the first attempt to sketch the history of the school was made in 1890, it was found that incomplete minutes of the Board of Education, dating back to 1857, indicated that the Grammar School had been in existence at least as early as 1855. The present author has since discovered, by research in the Dominion Archives, that a legislative grant of £100 was made to the Lindsay Grammar School in 1854.

Classes were held in the Common School building, a small frame structure on the corner of Albert and Kent streets. The sole teacher was William Daunt, whose wife had charge of all the Common School classes. The total population of the village did not exceed 500 at this time.

On February 5, 1863, a new Union School building of red brick farther west in the same block was opened. This edifice, which was torn down in July 1921, was a mock mediaeval hybrid of monastery and barracks, with the air of a shoddy castle badly run to seed. Robert Hudspeth had become master of the Grammar School in 1861, while Francis Whatley and Jos A Clark had taken over the Common School classes. Hudspeth was succeeded in 1866 by the Rev A Murray, then but recently arrived from Scotland, and the latter in 1868 by Henry Reazin. Reazin retired at the close of 1870 to become Public School inspector for West Victoria. Alfred M Lafferty, M.A., then became principal. As the headmaster of the High School was then also head of Public Schools, Lafferty asked for an assistant, and on meeting with a refusal, resigned. His successor from 1872 to 1876 was Robert L. Dobson.

The following list of successful Entrance candidates from 1872 to 1876 may be of interest:—1872, R G Curnell, John Woods, Charles Reeves, Robert McDougall, George Patrick, James C Grace, William Johnson. 1873, George Bigelow, Jas M Knowlson, John Baxter, John McIntyre, J C. Whyte, James Watson. 1874, A Bryson, Wm Fee, Hugh McLachlan, W D Best. 1875, Alex. Morrison, R J. McLennan, T Nugent, Alex. Skinner, E C Young, N McMurchy, George Fowles, S J Mason. 1876, A Freeman, T Macauley, W A

McLennan, R M Spier Jas Curtin S Malone

In 1878 Thomas C Patrick the first matriculant of the school passed into law school By 1885 the number of matriculants had risen to 4, and there was an average of 8 for the three years 1884-86 In 1890 the school passed 34 pass matriculants and 14 honor matriculants in addition to securing 40 second class certificates and 7 first class certificates Another promising record was that of 1915 when there were 22 first class certificates 36 second class certificates, 49 third class certificates, 5 honor matriculants and 24 pass matriculants

The school has also had a gratifying scholarship record, as follows —1880 Roderick McLennan Queen's scholarship in mathematics 1881 R S Vanslone third general proficiency scholarship Toronto 1885 W H Mills Registrar scholarship Queen's 1888 Fred R Heap classical scholarship Queen's 1883 Jessie Brown two Toronto scholarships in classics and general proficiency 1887, E J Kylie classical scholarship Toronto 1898 Mary Macdonald proficiency scholarship 1901 F A Jackson scholarship in Latin French and German 1901 W C Way scholarship in mathematics, Queen's 1913 Henry Philp scholarship in mathematics Queen's 1910 Dorothy French, four different Toronto scholarships in Classics and Moderns 1911 Leigh Cruess scholarship in Mathematics, Queen's 1913 J M Clark scholarship in Mathematics Physics and Chemistry 1912 George Hardy first Edward Blake Scholarship in Classics and Mathematics Toronto 1913 Watson Kirkconnell eight different Queen's scholarships in Mathematics, English and History Moderns and general proficiency 1921 John Lucas scholarship in Mathematics McMaster

The attendance rose from 82 in 1877 to 188 in 1881 then dropped to 115 in 1885 and has since risen steadily to 287 in 1887 and to 374 in 1921 The number of teachers has grown from 4 in 1882 to 7 in 1908 and to 11 in 1921

In 1880 W E Tilley M A became principal He was succeeded in 1884 by Wm O Connor B A and the latter in 1887 by J C Harstone B A Mr Harstone continued as principal until 1898 Associated with him during his incumbency were Messrs R H Walker, F F McPherson, John Head E A Hardy J C Corkery J H Colling, Geo M Cornish W H Stevens J S McLean Luther Taylor and Chas P Muckle and Misses Addison, Staples, Eliza Fitzgerald Sophia Marty, Alice Wilson and Julia Hillock

In 1888 a new school building was completed on the corner of Kent and Adelaide streets This was a three storey structure of red brick on a foundation of white Bobcaygeon stone 74 feet square. Its accommodation included 7 class rooms an Assembly Hall 40 feet by 72 1 2 feet, planned to seat 700, and a stage 38 feet by 25 feet The architect was Wm Duffus and the contractors Messrs McNeely and Walters. The total cost was $27 083

The new school was formally opened on January 22 1889, by the Hon. G W Ross then Minister of Education It was now raised

from the status of High School to that of Collegiate Institute.

A cadet corps, later registered with the Militia Department as No. 44, was organized December 22, 1898, under the stimulus of the approaching Boer War. The corps originally comprised only a limited number of the senior boys but was reorganized in 1910 as a cadet battalion including every boy in the school. During the World War of 1914-18, some 264 ex-members of the corps served in the Canadian Expeditionary Force and 36 gave up their lives in the cause.

On December 28, 1888, a great Alumni Re-union and Conversazione was held, and in 1905 a semi-centennial celebration was staged.

In 1908 T. A. Kirkconnell, B.A., the present principal, assumed control. His associates since that time have been as follows:—Science, Howard Rosevear, D. A. McKay, Thos. Firth; English, J. F. Macdonald, J. Newman, E. W. Jennings; Classics, J. A. Freeman, R. A. Croskery, E. A. Miller, Chas. Owens, Arthur Hooper, Walter Clark, P. K. Hambly; Moderns, Miss Allen, Miss Teskey, Miss M. I. Whyte, Miss Gibson, Miss Bristol, Mrs. Cameron, Miss M. Montgomery; History, Gordon Manning, Albert O'Neill, M. Erb, A. Johnston; Junior work, L. Wheelton, M. Rogers, R. A. A. McConnell, F. H. Bissonette, J. S. Crerar, G. S. Mattice, R. Karleet, M. Brokenshire, F. H. Barlow, Miss K. Muir, Miss D. Morley, Miss Vanalstyne, Miss Corkery, Miss Sheck, Miss E. Davis; Commerce, G. A. Robertson, G. A. Lucas.

The growth of school population made necessary the building of a new wing consisting of four class-rooms, two private rooms for principal and male teachers respectively, and a gymnasium 80 feet long by 42 feet wide. This addition to the school was opened March 1, 1910, by President Robert Falconer of Toronto University. In 1921 accommodation has again become painfully inadequate.

The chairmen of the Board of Education of Lindsay for the past 64 years have been as follows:—1857, Rev. J. Hickie; 1858, G. M. Roche, Esq.; 1859-65, Rev. J. Vicars, B.A.; 1866-67, J. Fidler, M.D.; 1868, Hon. S. C. Wood; 1869, 1871-72, 1874-75, John McLennan, M.A.; 1870, Adam Hudspeth, Esq.; 1873, Lawrence Maguire, Esq.; 1876-85, Wm. Grace, Esq.; 1886-90, Adam Hudspeth, Q.C., M.P.; 1891, Hon. John Dobson; 1892-99, J. R. McNeillie, Esq.; 1900-12, Thomas Stewart, Esq.; 1913-15, J. D. Flavelle, Esq.; 1916-17, Alex Jackson, Esq.; 1917-21, John W. Anderson, Esq.

Public Libraries in Victoria.

A magazine reading-room was founded in Lindsay in May 1860 and was supported by an annual fee of six dollars from each of 138 of the leading citizens. It was located next to Thomas Beall's store in the present Dundas and Flavelle block.

On January 10, 1880, it was reorganized as a Mechanics' Institute under the librarianship of H. A. Wallis, over Dobson's store on the southeast corner of Kent and William streets. In 1884, drawing classes were held by A. Reading, a graduate of the Ontario School of Art. The Institute was opened as a Free Public Library March

22, 1890. Negotiations with Andrew Carnegie were entered into in 1902 with a view to financing the construction of a library building, and $13,500 was secured on the town's guarantee of a minimum annual grant of $1250 for maintenance. A red brick structure in modern Greek style was opened to the public July 5, 1904. In 1920, the shelves contained 7901 volumes, the legislative grant was $251.45, and $2145.31 was spent on books and salaries.

There are also free public libraries at Little Britain and Oakwood with 3626 and 2177 volumes respectively, and association libraries at Manilla with 5058 volumes, at Fenelon Falls with 4827 volumes, at Bobcaygeon with 3460 volumes, at Kirkfield with 2513 volumes, at Cambray with 2330 volumes, at Omemee with 1716 volumes and at Kinmount with 1617 volumes.

Technical School Founded

In the autumn of 1919 an Industrial and Technical School was organized in Lindsay under the direction of T. A. Kirkconnell, B.A., LL.D., Principal of the Collegiate Institute. There was a registration of 230 pupils, to whom instruction was given by a staff of 14 teachers. The only fee was $2.00, refundable in all cases where 75% attendance had been made. All classes were held in the evening in the Central public school building. Tuition was given in Shop Mechanics, Drafting for Woodworkers and Ironworkers, English, Commercial Subjects, the Railroad Airbrake, and Sewing and Dress-making. The term lasted from November 1, 1919, to March 31, 1920. Interest was sustained until the end. The most gratifying feature of the work was that the pupils registered were in the great majority of cases precisely those persons (clerks, artisans, mechanics, housekeepers, etc.) who might be expected to reap immediate benefit.

In November 1920 the Night School was reopened under the principalship of Thomas Firth, M.A. The subjects of Motor Mechanics, Millinery and Home Nursing were now added to the curriculum. The future possibilities of the school as an institution for the continual education of the adult community are very great indeed.

Present Needs of our Schools

In spite, however, of all the development of Victoria county's schools, as already sketched, and in spite of heavy expenditure in the past and the present, our school system is still far from perfect.

Perhaps the most pressing need of the times is a proper medical inspection of all school children. The system began in Belgium in 1874, has since been adopted in France, Germany, Austria, England, Japan, many of the United States, British Columbia, Manitoba, Saskatchewan and Alberta, and only found favor in the supposedly enlightened province of Ontario in 1919. The Department of Education then began to urge its adoption and to assist in conducting medical surveys. In one case out of 2362 children examined, fewer than 100 were found to be without defects, and of the great number of defectives about 55% were curable by the simplest kind of a surgical operation. If the defects were not remedied, the children would in some cases be condemned to lives of comparative uselessness, while in all cases their powers would be impaired, their progress retarded, and the seeds of incurable disease perhaps planted. Another survey conducted this year in three townships in Lambton county found that out of 1256 pupils examined 93% were defective. Such instances could be multiplied by reference to other surveys.

Victoria county still remains in heathen darkness in this matter. In November 1920 the local Women's Institute sought to stir the school authorities up to action. The movement has, however, been blocked apparently through the hostility of the doctors, who should be the most enlightened sponsors of the project but who are perhaps unable to agree to co-operate because of incompatibility of professional temperament. It is to be hoped that the Women's Institute will refuse to accept defeat, for the need is urgent and neglect is a menace to the community.

Another necessary measure, affecting only the outside students in attendance at the Collegiate Institute, is the ensuring of proper lodging and guardianship. A residence or hostel for the girls run at cost and headed by a responsible matron, is very desirable, for protection is needed today from a pack of wolves whom the pioneers knew not of. Boarding houses, too, should be supervised not officiously but maternally and with only the students' interests at heart.

In the larger public schools, we shall soon hope to see applied a new method of grading children according to intellectual capacity. A school of modern psychologists, beginning with Alfred Binet, a Frenchman, in 1904, has worked out a remarkable system for measuring intelligence or the capacity of the mind, rather than the actual knowledge accumulated through study. The tests employed demonstrate the vast difference in intelligence which all teachers know to exist between one child and another and solve most problems associated with retarded or precocious children by enabling the teacher to assign them tasks commensurate with their actual ability. The accuracy of the results obtained have been vindicated for all time by wholesale experiments on the American Army, and the time is not far distant when our Ontario school system will recognize, measure, and accommodate the individual differences in intelligence between child and child.

Manual training for boys, more particularly in the town schools, is much needed. The aim of education is not the accumulation of stores of miscellaneous information which the adult gets from encyclopedias, dictionaries and other works of reference, but the training of the mind to deal with life's problems when maturity is reached. The development through intricate training of a great variety of muscles, especially those of the hand, brings corresponding growth to the brain centres by which they are controlled. The country boy, through his use of many implements and tools, has thus an immense advantage in actual brain development over the modern town boy. The only

practical remedy for this deficiency in the life of the town boy is to supply classes in manual training.

This need not be detrimental to efficient training in the three R's. It has been conclusively demonstrated by modern psychologists that in each subject there is a time limit within which the best results are secured and beyond which instruction is non-productive. For example half an hour a day on arithmetic and ten minutes on spelling have been found to give as good results with Public School pupils as an hour and a half on arithmetic and forty minutes on spelling. Obviously ample time can be spared for manual training.

For girls training in domestic science cannot be too strongly advocated. Our school system has been planned for boys and no provision has been made for girls. From the time that little girls of six or seven begin their primary work in the public schools until the day of their graduation from a university no class of any kind is as a rule provided that has any bearing on their ultimate paramount duty of home-making. Domestic science is a crying need in our Victoria county schools and government grants are so generous that the municipal cost would be insignificant.

The relationship of girls to higher education is an advanced form of this problem. Statisticians have secured data as to the families of all graduates from a number of leading women's colleges during the period 1850-1890. It has been found that the average graduate is represented in the next generation by 0.86 of a child. For every 5 possible mothers there are only 2 daughters in a century, every 100 of such women would be represented by 4 sickly great-granddaughters. If the entire population of Canada were to perpetuate itself at such a rate, it could in three centuries be housed comfortably in Fenelon Falls or Bobcaygeon.

Something must be radically wrong with an educational system which has such appalling effects on womanhood. The scientific explanation is that the stress of advanced studies burns up in brain activities the energy which would normally go toward the maturing of the natural functions and so virtual sterility is brought about.

But a still wider accusation touches the wrong perspective of life which is given the higher student. She either strains over heavy male courses, designed to fit her for an independent position in a male civilization or else toys with easy trivialities. All too often, as a result the essentials of existence are lost to her, her instincts are prevented from reaching normal maturity, she comes to regard motherhood as a cog on a wheel of intellectual interests or social indulgences and all thought of racial responsibility and of racial morality is deadened. Our system of feminine higher education needs a drastic recasting before it will cease to be a menace to womanhood and the race.

Chapter XIII.

Military Annals of Victoria.

The essence of the militia system is as old as Anglo Saxon history. The recognition that citizenship involves the responsibility of military service (as well as the establishment of laws for the enforcement of such service) is part and parcel of our racial inheritance. On careful retrospection we find that in Saxon England all freemen between the ages of 15 and 60 who were capable of bearing arms were bound, under heavy penalties, to go forth at the king's summons to the "fyrd" or general levy. The levy of each shire took the field under its "alderman" or military chief. Its service held a double aspect. As a civil force the levy was known as the "posse comitatus" which might be called on to arrest criminals and suppress riots. As a military force it was called out to defend the realm in civil war or against foreign foes.

This general levy was always difficult to raise and hard to keep together, so that the Saxon kings depended much more, especially for foreign wars, on a well-armed, semi permanent force of military dependents or thanes, to whom they granted land on the condition of military service. The Norman Conquest substituted for the thanehood a similar but much more rigidly feudal aristocracy of Norman war-lords. Norman feudalism petered out in the course of six centuries, and in 1660 Charles the Second abolished the obsolescent feudal levy and substituted a small standing army on the basis which still serves today.

The liability for all able-bodied men to serve in the general levy however still continued. The summons to serve would be issued in each case by the sheriff of the county in the form of a royal writ or "commission of array." By the end of the sixteenth century the practice had become established of selecting from peace time musters a convenient number of men for annual drill and intensive training. The command and control of these Trained Bands became one of the principal subjects of dispute between Charles the First and the Long Parliament, and in the protracted controversy the word "militia" first came into general use. By a Militia Act of 1662 the training of small county bands was discontinued and a system set up re-establishing the direct responsibility of all property-owners to give service or substitutes of men, horses and money in proportion to the value of their property. Amendments have been made to this Act from time to time, but its provisions summarize fairly well the ancient system, which, through various statutory phases, has persisted even in our own day.

Early Militia Organization in Canada.

When Canada passed under British control in 1763, her new rulers soon imposed the traditional militia system of their race. In the form of levy which was ultimately accepted for many years, all the able-bodied men of the country between 18 and 60 were organized into battalions of "sedentary" militia. Every member of these battalions was supposed to provide himself with arms and ammunition. Officers were appointed by the Crown to command and discipline the respective units. Parades were held for two days in each year for drill and the inspection of arms.

The Militia were liable to service in time of war, rebellion, riot or invasion, and could be kept mobilized for not more than six months. Quakers, Mennonites and Tunkers paid an annual exemption fee of twenty shillings in peace time and five pounds in war time.

No pay was issued to militiamen. On the contrary, militia officers were actually mulcted certain fees on receiving their commissions. The scale of such deductions was as follows:—Lieut-Colonels, 30 shillings; Majors and Captains 20 shillings; Lieutenants, Paymasters and Surgeons 15 shillings; Ensigns and Quartermasters 10 shillings. These fees were collected by the Officer Commanding and remitted to the public treasury.

Local Militia in 1828 and 1839.

The first record to be found in the Archives at Ottawa of any militia organization affecting the townships now included in Victoria County is under the date of 1828. In that year the 2nd Regiment of Durham Militia commanded by Lt. Col. Robert Henry, had Christopher Knowlson of Omemee as one of its captains and numbered Wm. Cottingham, James Laidley, Samuel Cottingham, John Knowlson, Francis Henderson and Wm. Fee among its lieutenants. This unit was called out in 1837, but took no part in the skirmishes of that stormy year.

In 1839 all laws relating to the organization and training of the Militia were reduced into one Act. Under this statute a general reconstruction of units took place. The land-holders of Emily and Ops became the 4th Regiment of Durham Militia, and those in Verulam, Fenelon, Eldon and Mariposa the 6th Regiment of Durham Militia.

The personnel of the regimental staffs was as follows:—

4th Regiment of Durham Militia

O. C.—Lieut. Colonel John Logie

2nd-in-Command—Charles Reilse

Captains—Edward Davidson, Francis Henderson, Wm. Cottingham, Christopher Knowlson, Josiah L. Hughes, Thomas Rea, Sr., Angus McDonald, Jesse Purdy.

Lieutenants—Samuel Collingham, Cheeseman Moe, Alex Legie, Richard Hughes Thomas Sowden, Isaac Rea, Gerald Patterson, Hessard Purdy John Miller

Ensigns—Charles Hamilton Edward Davidson, Wm. John Legie, Richard Davidson George Henry Marmion, Roger McHugh, Terence Brady, Richard Shaw

5th Regiment of Durham Militia

O. C.—Lt. Col A. S. Fraser

2nd in Command—Major Jas. Wallace

Captains—Thomas Need John Langton Robert Dennistoun, Duncan Cameron Jacob Ham James Dunsford Mossom Boyd Samuel Davidson Hector McDonald Gavin Hamilton

Lieutenants—George Toker Hartley Dunsford, Israel Ferguson Geo Hamilton Dundas Edward Allhill Benjamin Beresford George Dunsford Alexander Dennistoun Henry Thomas Wickham Charles Hore

Ensigns—Morgan Richard Jones, Alex. Ross Robert Hamilton Joseph Parker, Martin Dunsford

The two units mustered 693 and 623 (all ranks) respectively

Changes in 1847 and in 1851

In 1846 the Oregon Boundary dispute with the United States was made crucial by the mouthings of demagogues who clamored for "Fifty four forty or Fight." Under the tensity of this menace the Canadian government passed a new Militia Act and prepared to set its house in order in the event that hostilities should break out

The townships of our present county became, in January 1847 part of a new organization The militiamen of Emily, Verulam, and Somerville now constituted the 4th Battalion of Peterborough Militia those in Ops Fenelon, and Bexley the 5th Battalion of Peterborough Militia, and those in Mariposa and Eldon the 6th Battalion of Peterborough Militia On the incorporation of Victoria County in 1851, these units became the 1st 2nd and 3rd Battalions, respectively of Victoria Militia

Their staffs were as follows —

4th Peterborough (later 1st Victoria) Battalion

O C—Lt -Col Edward Davidson

2nd in Command—Major Francis Henderson

Captains—Wm Cottingham Christopher Knowlson James Dunsford Mossom Boyd.

Lieutenants—Chas. Hamilton Edward Davidson Jr

Ensigns—John Sullivan Charles Hartley Joseph Lee

5th Peterborough (later 2nd Victoria) Battalion

O C—Lt -Col A S. Fraser

Captains—Alex Legie, John Graham Thomas Keenan Wm McDonell Thomas Rea.

Lieutenants—Isaac Rea, Roger McHugh G M Roche, James

Graham John Pyne

Ensigns—James Maloney Martin Hogan, Charles Logie G D Brock Horatio Stephenson, Thomas Pyne James Finnigan

8th Peterborough (later 3rd Victoria) Battalion

O C—Lt-Col Samuel Davidson

2nd-in-Command—Major Hector McDonald.

Jr Major—Major Elridge R. Irish.

Captains—Andrew McPherson William Webster Wm McCready James McPherson Israel Ferguson John R Lytle W Davidson James Worsley Donald Campbell John Wylie Matthew Emmerson

Lieutenants—John Haight Neil Smith Edward Mather Hugh McFadyen Wm Foster Stephen Dundas, Alexander McLean James Davidson Henry McNeil Duncan McFarlane Alexander McTaggart

Ensigns—John McLaughlin Charles Ross, Patrick O Brien Robert Ewing, Wm Stephenson John Kingland, Joseph Perrin James Foster James Emmerson, Sidney McKenzie Thomas Clark Samuel Irwin

Effects of the Trent Affair 1861

The year 1861 brought a new war scare and consequent reactions in the defensive organization of Canada The American Civil War was in progress On November 8 an over-zealous Federal captain Commodore Wilkes of the U S S "San Jacinto" stopped the British steamer "Trent" on the high seas and took off by force two Commissioners of the Confederate Government who were on their way to London and Paris. Britain demanded reparations and an apology for this affront and for a time war involving Canada, of course as a British dependency seemed imminent The militia was got into a state of comparative readiness, while many volunteer infantry and rifle companies were raised and drilled In Lindsay the "Queen's Own Lindsay Rifles" were organized on December 20, 1861 The officers were Captain John David Smith Lieut. Adam Hudspeth, and Ensign Robert Green Fortunately however, the apprehended emergency had not to be faced The wise diplomacy of the Prince Consort in England and of Lincoln in the United States healed the breach The imminence of danger passed On August 18 1865, the Queen's Own Rifles were officially disbanded

A more permanent result of the Trent Affair came through the appointment in 1862 of a Royal Commission to consider a more effective reorganization of the militia. As a result of its deliberations there was created in 1863 a Militia Department presided over by a cabinet minister Provision was made for an active or volunteer militia force of 35,000 men, backed by a sedentary militia of first and second class service men and reserves While many minor amendments to this system have been made from time to time the most important reconstruction was accomplished by a Militia Act introduced in 1904 by Sir Frederick Borden then Minister of Militia. By this

Act Canada was divided into thirteen military districts each under a District Officer Commanding All male inhabitants between the ages of eighteen and sixty were to be liable for military service The first line of defence in time of war, as well as the training school of the nation in time of peace was to be the Active Militia with its authorized establishment and annual training The rest of the eligible classes of the population might be called out to serve in times of emergency as was done with certain classes by the Military Service Act of 1917

The Fenian Raids Stimulate Enlistment

But let us return to the sixties After the Trent affair, the next stimulus to defensive zeal came from the Fenian raids in 1866 the American branch of the Fenian Brotherhood (more recently reincarnated as the Sinn Fein) planned an invasion of Canada to avenge the failure of an uprising in Ireland On June 1, 1866, a force of 1500 Fenians chiefly veterans of the Civil War crossed the Niagara River under the command of General John O'Neil, and reached Ridgeway by the following morning Here they inflicted a sharp defeat on a Canadian force of 850 men under Lt-Col A Booker Stronger contingents menaced them, however, and they withdrew to the American side

The immediate effect of this initial loss to the Canadians was the enthusiastic organization of defence forces throughout the whole country In Victoria county three independent infantry companies were formed at Lindsay Omemee and Bobcaygeon respectively

The Lindsay company was officered by Capt. John D Smith Lieut Adam Hudspeth and Ensign George Matthews. The Omemee company was under Capt W H Collingham, Lieut J J English, and Ensign Thos Stephenson The officers of the Bobcaygeon company were Capt. H D Sheffield Lieut Gardiner Boyd and Ensign Lewis Parker

While the Fenian menace lasted the companies drilled every evening and three afternoons a week They were however to have no share in active service for the Fenians first success was their only success and every subsequent foray became a fiasco

History of the 45th Regiment.

On November 16, 1866 the 45th "West Durham" Battalion of Infantry was organized with headquarters at Bowmanville and four companies in Bowmanville Orono Cartwright and Newcastle respectively Its Commanding Officer was Lt-Col Frederic Cubitt

The three independent companies in Lindsay Omemee and Bobcaygeon died a natural death Two new companies of the 45th Regiment were then organized No 6 in Omemee and No 8 in Lindsay The officers of the former company were Capt Wm Collingham Lieut. Jas English and Ensign Wm Bell and of the latter company Capt John Thirkell and Lieut Geo Rose.

The succeeding years were to witness the gradual shifting northward of the 45th Regiment. In 1878 No 2 Company was established at Fenelon Falls instead of at Orono In 1884 Lt.-Col Cubitt was succeeded in the command by Lt Col John Hughes and he in turn, on June 9 1887, by Lt Col Sam Hughes, M P

Under this new commander the headquarters of the unit were transferred from Bowmanville to Lindsay and its title altered to "The 45th Victoria Battalion of Infantry" By this reorganization No 1 company was at Cameron Nos 2 and 3 at Lindsay, No 4 at Omemee, No 5 at Janetville and No 6 at Woodville. In 1903 No 5 Company was shifted from Janetville to Fenelon Falls and the transformation from a Durham county unit to a Victoria county unit was complete Since that time the location of the companies has varied, but has always remained within the limits of Victoria county and the subsidiary county of Haliburton on the north In addition to the stations enumerated above Bobcaygeon, Little Britain Oakwood, Norland Tory Hill and Haliburton have also been company headquarters at one time or another. In 1920 the unit was reorganized as the 45th Victoria and Haliburton Regiment

Lt.-Col. Sam Hughes was succeeded on Jan 31, 1903, by Lt Col. Robert Sylvester Subsequent commanding officers have been Lt.-Col Fred Holmes Hopkins, appointed Sept 3, 1912, Lt-Col. J J H. Fee, appointed October 14, 1914 and Lt Col R. B Anderson, appointed October 12, 1915

The Saskatchewan Rebellion, 1885

The militia of Victoria County have seen active service on three occasions viz in the Saskatchewan or Second Riel Rebellion of 1885 in the Boer War and in the World War of 1914-18

The Saskatchewan Rebellion was the result of sheer stupidity on the part of the Canadian government The Northwest Territories had been taken over from the Hudson Bay Company in 1870, and the Canadian Pacific Railway had been begun in the early eighties The half breeds or Metis along the Saskatchewan River asked that they be given a legal title to the land which they occupied The government admitted the justice and reasonableness of this request but with criminal inertia allowed the matter to go unheeded, in spite of urgent solicitation by the North-West Council and others who saw the rising storm

At last the tempest broke. The half-breeds found that constitutional agitation was hopeless and began open hostilities. On March 26th under Louis Riel, the outlawed leader of a similar rebellion in Manitoba in 1870, and Gabriel Dumont a resourceful half breed, they defeated a detachment of Mounted Police at Duck Lake killing twelve and wounding twenty five Two Indian chiefs Poundmaker and Big Bear, at once went on the war-path the former near Battleford and the latter at Frog Lake and Fort Pitt, farther to the north-west.

The solons at Ottawa now awoke at last and ordered the mobilization of a punitive force. Part of the contingent thus called out was a "Midland Battalion" of infantry, consisting of two companies from the 45th Militia Regt., and one each from the 15th, 46th, 47th, 49th and 57th Regiments. The Officer Commanding this unit was Lt.-Col. A. T. Williams of Port Hope, the Senior Major was H. R. Smith of Port Hope, and the Junior Major Colonel Deacon of Lindsay.

The personnel of the 45th detachment from Lindsay and the surrounding district was as follows:—Major John Hughes, Capt. J. C. Grace, Lieut. George E. Laidlaw, Color-Sgt. McMurchy, Sergeants Christie and Hettort, Corporals McKee and Hall, Privates Barton, Bennett, Brown, Bunting, Charlton, Crawford, Fishley, Fryer, Gregory, Gain, Gamble, Galbraith, Henry, Hepburn, Higgins, Irwin, Jeffrey, John, Just, Kaytey, Keegan, Keele, Latimer, Lee, McDonald, Moore, Moyse, Pratt, Porter, Savage, Skinner, Smith R., Smith S., Turner, Veitch, Williamson, Wilson J., Wilson W., and Woods.

On April 1, 1885 these troops left Lindsay to report at Kingston. Five days later the Midland Battalion, mustering 383 men and 34 officers, entrained at Kingston for the scene of action. The section of the C.P.R. lying to the north of Lake Superior was not yet complete and on April 12th the battalion marched twenty miles in a blinding snow-storm across the ice of Lake Superior to cover a gap in railway service. They reached Winnipeg on the 14th and went into camp at Swift Current on the 15th. General Middleton, the Commander-in-chief in the North West, now had a force of 4,283 infantry, 453 cavalry, and 330 artillery. He divided this force into three columns. The first was to march under his own command to attack Riel and Dumont at their headquarters at Batoche. The second, under Lieut.-Colonel W. D. Otter, attacked Poundmaker near Battleford. The third, under Major-Gen. Strange, marched from Calgary towards Edmonton, near which Big Bear was supposed to be encamped.

Lindsay Soldiers Lead Batoche Charge.

By the time the Midland Battalion arrived at Swift Current, General Middleton's column had already set out and had been severely singed by an ambush at Fish Creek. The Midland Battalion came down the river on the steamer Northcote and joined Middleton on May 5th. Four days later they faced the rebel position at Batoche. Here the enemy had established a strong line of rifle-pits across a scrubby ravine. Two days were spent in ineffectual skirmishing. On the afternoon of the 11th of May the force was brought out again, with orders to skirmish and snipe but not to charge the enemy's position. The troops were greatly exasperated by such warfare, however, and as soon as they got into touch with the enemy "C" Company (the Lind say volunteers) of the Midland Battalion launched a charge against the rifle pits They were at once supported by their comrades and by the Grenadiers of Toronto and swept down the ravine through the dense, scraggy underbrush General Middleton accepted the situation and ordered all the rest of his force into action Batoche village was soon captured and the backbone of the rebellion broken Riel was taken prisoner on May 22nd and Dumont fled to the States

Meanwhile Colonel Otter's column had accepted heavy losses in an attack on Poundmaker at Cut Knife Hill on May 2nd The object of this attack had been to prevent a junction of the forces of Poundmaker and Big Bear and their combined march to Batoche At the cost of eight killed and thirteen wounded Otter achieved this objective Poundmaker thereafter remained inactive and soon surrendered to the joint forces of Otter and Middleton

General Strange, with his third column the Alberta Field Force, was unable to come to grips with Big Bear but succeeded in keeping that chief so continually on the move that he at last repented of his hostilities and gave himself up

The net results of the rebellion were that the half-breeds received all that they had originally sought and that Canada paid $5,000,000 for a campaign brought on by the stupidity of her politicians.

The Victoria County Rifle Association

The Saskatchewan outbreak aroused fresh interest in rifle practice and on May 24, 1886 the Victoria County Rifle Association held its first match J A Williamson of Lindsay made the highest aggregate score and took first prize in the all comers match Robt. Sylvester, of Lindsay carried off the county council cup in the association match

The first range was in the 4th concession, on a farm owned by one Twohey, west of the present House of Refuge On May 24 1892 a new 600 yard range was opened at the head of Lindsay street north north of the town limits This was superseded in turn by a range on the James Hopkins farm northwest of the town About a decade ago Dominion regulations were passed requiring a clear zone of 2500 yards (practically a mile and a half) behind the targets on every rifle range No such conditions could be secured in South Victoria, and the Rifle Association collapsed

During the history of this local rifle association one of its members Major J A. Williamson visited England twice in 1892 and in 1894 on the Canadian Bisley team On his first trip he made over $100 in prize money

Events Leading up to Boer War.

The second war in which men from Victoria County saw active service was the Boer War of 1899-1902

The origins of this struggle are to be found as early as 1814

when, after the Napoleonic wars, England took over, for £6,000,000 compensation, Cape Colony, a possession of Holland, who had been an ally and dependent of France. The Dutch colonists or "Boers" were greatly incensed at the subsequent immigration of Englishmen and the abolition of slavery in 1834. In 1836 and the years immediately following, some 10,000 Boers withdrew from Cape Colony to the wilderness which lay far to the north in the interior and set up two independent republics, Orange Free State and the Transvaal Republic. By 1854 England had officially recognized the autonomy of these little countries. In 1877, however, under the imperialistic ministry of Disraeli, the Transvaal Republic was abruptly declared annexed to the British Empire. Gladstone succeeded Disraeli as British premier in 1880 and opened negotiations with the indignant Boer leaders with a view to annulling this annexation. Unfortunately, while an amicable settlement was thus in sight, some of the Boers resorted to violence and routed a small British detachment at Majuba Hill, February 27, 1881. British feeling ran high but Gladstone persisted in his chosen course and signed in 1884 the London Convention, which recognized the independence of the South African or Transvaal Republic but also guaranteed the right of all white men to reside and trade in the republic and to be liable only to the same taxes as the Boers themselves. The misfortune of this settlement was that the Boers mistakenly fancied that they had won their own independence by force of arms at Majuba Hill and so grossly exaggerated their own strength.

In the following year gold was discovered in the Rand, a mountain range in the Transvaal. A great influx of English miners and speculators followed. These "Uitlanders," or foreigners, soon outnumbered the Boers by two to one. The Boer government was an incompetent oligarchy and its leaders were determined to keep control of the state which at the cost of so much hardship they had created in the wilderness. The Uitlanders were accordingly denied citizenship but were forced to render military service and to bear the brunt of taxation. Their demands for more generous treatment were backed by Britain but were refused by the Boers. In 1895 an ineffectual raid was made on the Transvaal by Dr. Jameson, the administrator of the neighboring British colony of Rhodesia. The raiders were captured and turned over to Britain. The British authorities, however, treated the offenders very leniently and actually shielded the real instigator of the invasion, a millionaire capitalist-statesman named Cecil Rhodes.

The Boers, under their president, Paul Kruger, now began to prepare for war. Vast supplies were collected. Foreign mercenaries, chiefly Germans and American Fenians, flocked into the country. A staff of German artillerists under Colonel Schiel undertook the training of the Boer army. At last, when all was ready, an impossible ultimatum was issued to Britain on October 9, 1899, and two days later war broke out Orange Free State threw in its lot with the Transvaal and the two republics set a force of 60 000 mounted fighters in the field

The Sending of Canadian Troops

On October 15th the Canadian government decided to accept an invitation of the British War Office to participate in the struggle

As a first contingent a unit of 1000 men known as the 2nd (Special Service) Battalion Royal Canadian Regiment was mobilized and placed under the command of Lt-Col (now Major-General Sir William) Otter The following men from Victoria County went with this unit —Lieut Suddaby of Burnt River, Sergt McCrae of Omemee Corporal Dodd of Burnt River Corporal A J Mathews of Lindsay and Privates Corbier McGregor, and Williams of Lindsay This unit sailed for Cape Town October 30 1899

Lt -Col (now Lieut -General Sir Sam) Hughes was in command of the 45th Regiment at this time and was very zealous in service. However, he wrote some very unorthodox letters to Major General Hutton, head of the Canadian forces and was therefore denied the privilege of serving with Canada's contingent He thereupon went to South Africa on his own initiative and took part, as Special Service Officer and Railway Staff Officer in the Imperial Forces operations in Cape Colony

Early in 1900 Canada sent a second contingent consisting of two regiments of mounted rifles known as the Royal Canadian Dragoons and the Canadian Mounted Rifles respectively and three batteries of artillery, designated "C" "D" and "E" With this draft went Sergt Thos Gifford Trooper Ernest Eagleson and Gunner Perrin of Lindsay, and Gunner James Moffatt of Valentia

Still another unit sailed in March This was the "Lord Strathcona's Horse," a regiment of cavalry equipped and supported by the Canadian High Commissioner at London Lieut George E Laidlaw of Balsam Lake Alex Skinner of Lindsay, and Wm J Baker, of Victoria Road represented Victoria County in this unit

The Progress of the War

At the outset of the war the Boers swept out into the British colonies which surrounded them and laid siege to Ladysmith in Natal to Kimberley in Griqualand West, and to Mafeking in Bechuanaland The British field armies sought to raise these sieges and suffered disastrous reverses at Magersfontein and Colenso The War Office then awoke at last to the seriousness of the situation On December 17 1899 Lord Roberts was appointed Commander in Chief of the forces in South Africa and Lord Kitchener his Chief of staff They sailed from England five days later and by February 12 1900 were ready to begin a great offensive movement across the veldt to Bloemfontein the capital of Orange Free State With their army of

35,000 men went the R.C.R. under Lt.-Col. Otter.

On February 15th the cavalry under General French raised the siege of Kimberley. On the 18th a Boer force under Cronje turned to face the British at Paardeberg. The ensuing battle lasted five days and it was the Canadians who finally forced the Boer position at the cost of 110 casualties. Still other enemy forces barred the way to Bloemfontein, but these were quickly brushed aside at Poplar Grove on March 7th and at Driefontein on March 10th. Roberts entered Bloemfontein on March 13th. Typhoid fever now broke out and took heavy toll from the army. For five weeks the Royal Canadian Regiment was practically all out of action, but on April 21st all who were well set out eastward with a force under General Ian Hamilton. They cleared Boers away from hill positions at Israel's Poort on April 25th and at Thaba Mountain on April 30th. These battles left the country east of Bloemfontein free from the enemy.

Meanwhile the other Canadian units had not been completely idle. From March 10th to April 14th "D" and "E" Batteries of artillery and the Canadian Mounted Rifles formed the greater part of a column under Sir Charles Parsons which marched through alkali deserts from Carnarvon to Kenhardt and mopped up all rebellion throughout the wild hinterland of Cape Colony. "C" Battery under Major Hudon was sent on a more distant mission. It was landed at Beira in Portuguese East Africa and taken on a long railway journey west and south through Rhodesia and Bechuanaland at last to join the forces of Colonel Mahon and Colonel Plumer and relieve Mafeking on the 17th of May, 1900.

On May 1st Roberts started a great forward movement from Bloemfontein north to Pretoria, the capital of the Transvaal Republic. An army of 40,000 men, including the R.C.R., R.C.D. and C.M.R., moved forward on a forty-mile front. The Boers offered repeated resistance at Vet River, Zand River, Doornkop and elsewhere but were pushed steadily back until at last Pretoria was taken on June 5th, 1900.

This seventeen weeks campaign of Lord Roberts, from February 12th to June 5th, ended the war proper. Almost two full years of guerilla warfare were necessary however before the Boers consented to come to terms.

The R.C.R. sailed for Canada in October, 1900. Of its original strength 68 had died and 123 had been wounded. The R.C.D., C.M.R. and the artillery left for home in December. The R.C.D. had taken part in 40 engagements and had had 62 casualties. The C.M.R. had been in 28 engagements and had had 34 casualties. "D" Battery's chief work had been on the lines of communication and "E" Battery's heaviest campaign under Sir Charles Warren in Griqualand West.

Lord Strathcona's Horse was ultimately sent in from Durban and attached to Buller's Army at Zand Spruit. Here they served as

scouts, guards and escorts to convoys. From July 1, 1900 to January 8, 1901, details of the regiment were almost daily under fire. It sailed for Canada on January 20, 1901.

Canada's official contribution to this Boer War was 189 officers and 3,807 men. The total cost was $2,830,965.07, a little more than half the expense incurred in the Saskatchewan Rebellion of 1885.

Formal peace was signed on June 1, 1902, and the Transvaal Republic and Orange Free State became British dependencies. A Liberal ministry which came into power in England in 1906, wisely granted these colonies responsible government and sanctioned in 1909 a federal Union of South Africa. Time has vindicated overwhelmingly the wisdom of this course.

Outbreak of World War in 1914.

The third and latest war in which Victoria County has taken part was the World War of 1914-18.

From the time of the accession to the German throne of William II in 1888, the leaders of the German people deliberately planned for a war through which Germany would subjugate and dominate the world. King Edward VII of England saw the coming storm and achieved the Triple Entente with France and Russia. The outbreak was to have come in 1908, the year of the first completion of the Kiel Canal, but Lord Fisher of the British Admiralty actually forced a postponement for six years by inaugurating the Dreadnought type of battleship and so rendering the Kiel Canal obsolete. A reconstructed canal was ready by 1914. During the spring of that year Germany quietly sold out most of her foreign investments and began to salt in her reservists. On June 28th the heir to the Austrian throne was assassinated. Germany and Austria spent a whole month more in secret preparation, unsuspected by a tranquil world, and then deliberately precipitated a hideous struggle which was to involve 64 millions of soldiers and to cost $318,000,000,000 and 11,422,788 lives.

Victoria County Enlistments

Canada, as part of the British Empire, became involved August 4, 1914. A First Contingent of 33,000 men was mobilized at Valcartier, near Quebec and sailed for England on the 3rd of October. This prompt achievement was chiefly due to the personal energy of the Minister of Militia, Sir Sam Hughes, of Lindsay.

With the First Contingent went a detachment of 75 men from Victoria County under Lieut. Col. F. H. Hopkins, Lieut. Walter Kirkconnell, Lieut. W. W. Wilson and Lieut. George Weeks.

The Second and subsequent Canadian Contingents did not cross to England intact. The volunteer system was practised until June, 1917, and yielded 450,000 enlistments. The government then enforced conscription and secured 100,000 more recruits.

The chief contributions of Victoria County after the First Contingent had left were to the 21st, 39th, 109th and 252nd Battalions. "F" Company of the 21st Battalion, (Second Contingent) contained 110 local men. The 39th Battalion had a somewhat smaller number. The 109th Battalion, commanded by Lt.-Col. J. J. H. Fee was actually mobilized in Lindsay and reached a strength of 1050 in the spring of 1916. The 252nd Battalion under Lt.-Col. J. J. Glass was not so successful for it was organized in the lean days when voluntary enlistment was petering out. Many other Victoria County boys enlisted in units elsewhere so that the rolls of the local units would not be at all representative. An authoritative list of all who enlisted from this county could easily be compiled but would violate the proportions of a brief history of this sort.

Victoria County Soldier Dead

It has been thought wise however to include the following list of 205 heroes from this county who gave their lives for the cause of righteousness. The basis of this record is a list which I have prepared from the official files of the Patriotic Fund which includes all cases where the soldier had designated Victoria County as the home of his next-of-kin. To this definite nucleus I have added many names gleaned from miscellaneous sources, of those who once claimed this county as their home but had been transplanted elsewhere prior to enlistment. The complete list is as follows:—

Adam, Charles, Private, Infantry, Lindsay
Aldous, Thos. Grenville, Private, Infantry, Fenelon Falls
Alldred, Wilbert Phillip, Lance Corporal, Infantry, Bobcaygeon
Allen, J., Battalion Sergt. Major, Infantry, Lindsay
Allin, E. C., Lieutenant, Infantry, Lindsay
Alton, W. R., Private, Infantry, Victoria Road
Arscott, Thos. Albert, Private, Infantry, Bobcaygeon.
Akester, Geo. Wilbert, Private, Infantry, Fenelon Falls
Anderson, Wm. Kay, Lieutenant, Infantry, Lindsay
Andrews, Harry Wm., Private, Infantry, Lindsay
Angtere, Patrick Herbert, Private, Infantry, Coboconk
Arnold, Oliver, Private, Infantry, Mariposa Tp.
Bailey, Joseph Paget (M.M.), Lieutenant, Infantry, Lindsay
Bailey, W. E., Private, Infantry, Bexley
Barge, Alfred Arthur, Private, Infantry, Mariposa Tp.
Barjerow, Tracy, Private, Infantry, Coboconk
Bateman, Russell Albert, Private, Infantry, Kirkfield
Beecroft, Harvey, Private, Infantry, Fenelon Falls.
Bester, Robert, Private, Infantry, Omemee
Bole, Clarence H., Private, Infantry, Woodville
Boucher, William, Private, Infantry, Mariposa Tp.
Boyd, Mossom Richard, Lieutenant, Infantry, Bobcaygeon.
Boyd, Thornton Brideman, Private, Infantry, Bobcaygeon
Brady, Thos. Edw., Private, Forestry Corps, Lindsay

Brimmell, Albert M. Private Srvs., Little Britain
Brooke, Edwin A. Private, Infantry, Bobcaygeon
Brown, H., Private, Infantry, (C M R) Omemee
Budd, James John, Private, Infantry, Burnt River
Byng, George, Private, Infantry, Bobcaygeon
Cameron, Alexander, Private, Infantry, Lindsay
Campbell, Alexander A. L.-Cpl. Infantry, Cameron
Campbell, John, Corporal, Infantry, Woodville
Campbell, M. Ross, Private, Infantry, Argyle
Campbell, Russell A. Sapper, Field Engineers, Kirkfield
Carew, Robert, Private, Infantry, Burnt River
Chambers, Allister, Private, Infantry, Cambray
Castle, George, Private, Infantry, Mariposa Tp
Clare, Stephen, Pte. Infantry, Mariposa Tp
Copp, Charles, Pte. Infantry, Mariposa Tp
Cornforth, Sydney Chas. Sergt. Infantry, Lindsay
Coley, Earle, Private, Infantry, Lindsay
Cragg, Russell Alex. Private, Mounted Rifles, Lindsay
Crarey, Russell, Private, Infantry, Kirkfield
Cundal, Wm. Johnson, Corporal, Infantry, Cameron
Cummings, William, Private, Infantry, Oakwood
Curtin, Patrick, Private, Infantry, Lindsay
Cuthbert, Samuel, Private, Infantry, Lindsay
Dark, Percy S., Private, Infantry, Lindsay
Dawson, Alfred Simmonds, Pte. Infantry, Kinmount
Dawson, Hector, Pte. Infantry, Kinmount
Dey, Richard James, Pte. Infantry, Norland
Daynes, Duncan, Pte. Infantry, Eldon Stn
Denison, Francis F. Pte. Infantry, Bobcaygeon
Donaldson, Robt. John, Pte., Infantry, Fenelon Falls
Elliott, Walter Waldron, Cpl. Infantry, Lindsay
Faulkner, Roy, Infantry, Coboconk.
Ferguson, James Wesley A. L.-Cpl. Infantry, Valentia.
Fitzgerald, John James, Pte. Infantry, Head Lake
Fortier, Nelson, Pte. Infantry, Lindsay
Foster, John, Pte. Infantry, Mariposa Tp
Freeman, Benjamin, Pte. Infantry, Mariposa Tp
Fry, Henry, Pte. Infantry, Mariposa Tp
Garbutt, S. E. Nursing Sister, Lindsay
Gifford, Victor R. Driver, Engineers, Lindsay
Gillies, Hector, Pte. Infantry, Lindsay
Gosselin, Alphonse, Pte. Infantry, Downeyville
Gray, John Welford, Pte. Infantry, Lindsay
Grimstead, W. G., Pte. Infantry, Valentia
Grevse, Robert, Pte. Infantry, Burnt River
Goldie, Eric, Pte. Infantry, Lindsay
Glendenning, Stanley, Cadet, Air Force, Lindsay (Sunderland)
Gallagher, W. N., Lieut. Infantry, Omemee

Hall Arnold Rossiter Pte., Srvs., Lindsay
Hall, Geo. Carlton Pte., Infantry, Cambray
Halliday, Adam Sydney Pte Infantry Fenelon Falls
Hancock Armour Ellington Pte., Serv., Lindsay
Harper William Sergeant Infantry Lindsay
Hartwick Herbert Pte Rly Tps., Lindsay
Hill, Joseph Leslie Pte Infantry Bobcaygeon
Hill, William Albert, Pte. Infantry Bobcaygeon
Holliday Herbert Augustus Gunner, Artillery, Coboconk.
Hopkins Fred Holmes Lieut Col Infantry, Lindsay
Horton T., Pte. Forestry Dept Kinmount
Houlihan Cyril Pte., Infantry Lindsay
Howe J C., Infantry Lindsay
Hughes Wesley Pte Infantry Burnt River
Irwin Norman Corpl Forestry Lindsay
Jackson Edward Private Infantry Lindsay
Jackson R G Private, Infantry, Lindsay
Jeffers Frank Alfred Pte Infantry Little Britain
Johnston, J A A L.-Cpl Infantry Bobcaygeon
Johnson Reginald Pte., Infantry, Lindsay
Johnson Martin Pte Infantry, Fenelon Falls.
Johnson Willard Pte Infantry Lindsay
Johnston Wm Russell Pte. Infantry Manilla
Junkin Irvine Pte., Infantry Bobcaygeon
Junkin Percy John Clayton Pte., Infantry, Bobcaygeon
Kent, Wm Gordon Pte Infantry Lindsay
King, Henry Wm Pte., Infantry Head Lake
Kinghorn John, Pte., Infantry Woodville
Kirkconnell Walter Allison Captain, Infantry, Lindsay
Kylie Edward J Captain, Infantry Lindsay
Kirton Albert Pte Infantry Mariposa Tp
Kirton William Pte., Infantry Mariposa Tp
Knowlson Glore Pte Infantry Lindsay
Lanning Percy Pte., Infantry, Mariposa Tp
Leach, Albert Kenneth Pte., Infantry Lindsay
LeBel Joseph Francis, Pte. Infantry Lindsay
Lee George Herbert, Pte Infantry, Woodville
Lennie Louis Pte Infantry Lindsay
Lee, William Geo. Pte Infantry Woodville
Liscombe H R. Pte., Infantry, Coboconk
Lyle Wilbert Merl Gunner Artillery, Bobcaygeon
Lyon Edwin Percy, Pte., Infantry Little Britain
Lywood Wm John, Pte., Infantry Lindsay
Mark Robert Henry, Pte., Infantry Cameron
Matthews A J Captain Infantry, Lindsay
Metcalfe Chas Norman Pte Machine Gun, Fenelon Falls
Miller Charles Pte Infantry Lindsay
Miller Joseph John Pte Infantry Kinmount

Mills, Fred Harold, L.-Cpl., Infantry, Omemee
Mitchell Thomas, Pte. Infantry Mariposa Tp.
Morrison, Wm James Pte. Infantry Lindsay
Murray Albert Pte. Infantry Valentia
Murtha James, Pte. Infantry Downeyville
Mitchell, Douglas, Pte. Infantry Lindsey.
McDonald Alexander Pte Infantry Cambray
McDonald Kenneth Pte Infantry Cambray
McDonell, Edward Pte. Infantry Lindsay
McDougall Russell A. L.-Cpl Infantry Fenelon Falls
McEachern John Pte. Infantry Woodville
McEachern Malcolm Pte. Infantry Hartley
McFadyen Henry Lorne Pte. Infantry Hartley
McGann, Joseph Patrick, L. Cpl. Infantry Lindsay
McGill Ivan Elmer Pte Infantry Lindsay
McGinnis Sidney Pte. Infantry Lindsay
McGuire, James Patrick Pte. Infantry Kinmount
McInnis, D. Pte. Infantry Mariposa Tp
McInnis, Chas. Howard L. Cpl. Infantry Lorneville
McMillan Wm. Pte. Infantry Mariposa Tp
McMurray George, Pte. Infantry Lorneville
McNutt Wm Geo. Stanley Pte Infantry Lindsay
McKay Robert Pte. Infantry Lindsay.
Naismith James Pte. Infantry Lindsay
Naylor John Denby Pte Infantry Cameron
Newell Alfred Charles Pte. Mtd Rifles Lindsay
Northey Melville Pte Infantry Bobcaygeon
Owens H F Pte. Infantry Woodville
Oxby Wm Edward, Pte. Infantry Sadowa
Padden Herbert Pte. Infantry Lindsay
Parkes Cleveland Adair Pte. Infantry Lindsay
Perkin Whyt Pte. Infantry Norland
Parks Alvin Morse Pte. Infantry Lindsay
Patton Neil Smith Sergeant Infantry Cambray
Peters, Wm Clende Pte Infantry Omemee
Peast Roy Irvine Pte. Infantry Omemee.
Pollitt George Pte. Infantry Omemee
Reeves Robert, Pte. Infantry Mariposa Tp
Robinson, Wm Morris, Pte Infantry Lindsay
Rogers Garfield R. Gunner Artillery Mariposa Tp.
Rushton Stanley Pte. Infantry Lindsay
Russell Victor Pte. Infantry Mariposa Tp
Ryall, George L. Cpl., Infantry Little Britain
Rooke, Edwin Marten, Sergeant Artillery Oakwood,
Scott Alexander Lieut. Infantry Lindsey (Gelert)
Sandiland, James Thos. L.-Cpl Infantry Lindsey
Saville George Pte. Infantry Mariposa Tp
Scott, Walter Henry Prov. Sgt., Infantry Lindsay

Scott, John E. Pte. Infantry Mariposa.
Selby Thos Ralph Pte. Infantry Bobcaygeon
Shankland John Wilfred Pte. Infantry Fenelon Falls.
Shaw William Pte. Infantry Lindsay
Shea J E. Pte. Infantry Lindsay
Silverthorne Howard Wesley Pte. Infantry Bolsover
Stewart Robert Pte., Infantry Mariposa Tp
Stinson Chas Howard Pte. Infantry Fenelon Falls.
Stinson Wm Norman L Cpl Infantry Lindsay
Sumner John C Pte. Infantry Mariposa Tp
Swardfager Fred Pte Mounted Rifles, Lindsay
Sutcliffe Chas E Major Infantry Lindsay
Swayze David, Flight Lieut Air Force, Lindsay
Swayze Keith Flight Lieut. Air Force Lindsay
Taggart Gordon Pte. Infantry, Cameron
Tamlin Melville Edgar Pte. Infantry Cambray
Taylor Wm Edward Pte Infantry Victoria Road
Tough Archie Russell Pte Infantry Kirkfield
Trevor Foster Pte Infantry Lindsay
Trevor Ralph Pte Infantry Lindsay
Trott, Joseph Pte. Infantry Mariposa Tp
Tripp James Albert Pte. Infantry Bobcaygeon
Truax Charles Roy Pte. Infantry Coboconk
Truax, Peter Driver Artillery Coboconk
Vickery Orville Wilson L.-Cpl Infantry Lindsay
Watson Murray Pte Infantry Mariposa Tp
Weeks Clare G Lieut. (M C) Infantry Lindsay
Wheeler Charles Pte Machine Gunner Lindsay
Whetter Fred Freeman Pte Infantry Woodville
White Joseph Sergeant Infantry Lindsay
Whitney J W Pte Infantry Burnt River
Williams, Arthur James Major Infantry Lindsay
Wilson Robert T. Pte. Infantry Mariposa Tp
Winchester John Pte. Infantry Lindsay
Wright J M Sapper Ry Co'y Bobcaygeon
Wilson Bruce A. Flight Commander Air Force Lindsay
Wilson W W. Lieut. Infantry Lindsay

A Brief Summary Beginning from 1914.

Adequately to describe the course and context of the conflicts in which these lives were offered up would transcend the limits of several volumes of history. There are compensations however in the brevity here found necessary. We are still so close to the World War that it is easy to become confused at the complexity of the military operations of vast armies on numerous and extended fronts. In making a rigid summary of the salient events of the campaigns especially in so far as they affected the Canadian troops, we shall introduce a sim-plicity, which, though somewhat artificial, will enable us better to comprehend and remember our country's share in the colossal struggle.

With the outbreak of war Germany deliberately violated Belgian neutrality in order to pour her armies up the valley of the Meuse and crush the French from an unexpected quarter. They ravaged Belgium most foully and drove their way through Northern France to within fifteen miles of Paris. Then, from Sept. 5th to Sept. 10th, at the Battle of the Marne, the French shattered the great German attack and drove the invaders back to the Aisne. There ensued a struggle for position which by the end of October left the opposing armies entrenched against each other all the way from Nieuport (on the North Sea) to Switzerland. In the east Russia was worsted by Germany but was successful against Austria. Turkey entered the war on the German side on November 3rd, thus threatening Britain's position in Egypt and India. Canada had no share in the operations of 1914.

Canadian Share in War in 1915.

In February, 1915, the First Canadian Division crossed to France. On April 17th they took up their position in the trenches before Ypres. Five days later, on April 22nd, the Germans planned a tremendous drive to break through at this point, disrupt the whole line and gain the channel ports. The diabolical invention of poison gas was now first employed by the enemy. French colonial troops on the Canadian left broke under the torment, leaving a gap of several miles in the allied line. Only the superhuman audacity, bravery and endurance of the Canadians under circumstances unparalleled in warfare saved the day. Their casualties were 8,000 or more than half their number.

Four weeks later, on May 19th, the Canadians took part in a British offensive at Festubert which sought to break through to Lille. Ground was won to a depth of 600 yards on a front of four miles, but further progress failed through a lack of munitions. This proven shortage of munitions precipitated a political crisis in England and helped to bring in a Coalition Government. The Canadian casualties at Festubert totalled 2000.

On June 15th the First Division incurred 400 more casualties in a frontal attack on the German trenches at Givenchy. They took their objective but were obliged to fall back because the British troops on the left did not meet with like success.

In September, 1915, the Second Canadian Division arrived in France and a Canadian Corps was formed. This Canadian Corps was supplied with a Third Division in January, 1916, and a Fourth Division in August, 1916.

During 1915, while this inconclusive fighting went on on the western front, Germany inflicted stupendous defeats on the Russian army and over-ran 5,000 square miles of Russian territory. The

British failed ignominiously in an attempt to capture Constantinople. Bulgaria thereupon entered the war and co-operated with Germany and Austria in the conquest and extinction of Serbia. The only Allied gain in 1915 was the entry of Italy into the war on May 23rd.

Canadian Share in War in 1916

In 1916 the Germans decided to smash the French army by one terrific, irresistible blow against the stronghold of Verdun. The storm of battle broke on February 21st, but though it raged till the following October the French line did not give way.

On July 1st an Anglo-French army opened a great counter-campaign known as the Battle of the Somme. In this the Canadians had no share until September. Earlier in the year they had incurred heavy casualties during reverses at St. Eloi in April and at Sanctuary Wood on June 2nd and during a most successful counter attack at Hooge on June 13th. Now they were to capture a series of German positions: Mouquet Farm, Courcelette and Fabeck Trench on September 15th, Zollern, Hessian and Kenora Trenches on September 26th, Regina Trench on November 11th, and Desire Trench on November 18th. The Canadian casualties in this share in the Somme offensive totalled 21,179. The total area won by the Allies was small, about 120 square miles.

Other events in 1916 were: A successful Russian campaign in Galicia, the belated entry of Roumania into the war and her speedy subjugation by Germany, and the inconclusive naval battle of Jutland between British and German fleets in the North Sea.

The War's Progress in 1917

The chief events in 1917 were: the collapse of Russia through mutiny, revolution and final ruinous domination by the Bolsheviki on November 7th, the compensating entry of the United States into the war on April 6th, the serious reverses in Italy in October, the British capture of Bagdad and Jerusalem, and the moderate gains made in the west by the Allies in the battle of Arras (April-June), the battle of the Aisne (April-November), and the British offensive in Flanders (July-December).

In the first stage of the battle of Arras the Canadian Corps captured the almost impregnable fortifications of Vimy Ridge on April 9th, Hill 145 on April 10th, and "The Pimple" on April 12th. The casualties totalled 3,966. Later the Canadians captured Arleux on April 28th and Fresnoy on May 3rd.

In August the Canadian Corps was employed in the sector opposite Lens in Northern France. The Fourth Division captured the suburbs of Le Coulotte and Avion on August 1st, and on August 15th the First and Second Divisions carried Hill 70, a bold hillock north-west of Lens. On August 21st a bloody but inconclusive struggle raged about a great, weed-infested slag heap known as the Green Crassier.

southwest of the city. The capture of Lens was not yet completed when the Canadians were withdrawn and sent to join in the offensive in the Ypres salient.

On the 26th of October the Canadians launched their attack on the Passchendaele Ridge, and by November 10th, after one of the bitterest and costliest struggles they ever knew, obtained their objective and removed the menace of this commanding position from the British front. The Canadian casualties in sixteen days totalled 14 867. The total of Canadian casualties during the entire Boer War had been only 328.

The Closing Campaigns in 1918.

In the spring of 1918 Germany exacted a ruinous peace from Russia and then turned to hurl at the armies in the west a colossal offensive that would end the war. From March 21st to July 15th they won tremendous successes but not ultimate victory. The Allies at last achieved unity of command and the new generalissimo, Marshal Foch, began on July 18th a sweeping counter-offensive which did not halt until the capitulation of the Germans on November 11th.

In this great advance Canada played a glorious though costly part. In the Battle of Amiens (August 8th-17th) the enemy was driven back 14 miles from before the vital railway centre of Amiens, and 25 villages were recaptured. Then the whole Corps was suddenly transferred to the north to fight the Battle of Arras (August 26-September 4th). Here they broke through the Drocourt-Queant switch, a vast system of concrete fortresses connected by wired trench lines and huge subterranean tunnels, and advanced to the Canal du Nord, capturing some 50 square miles of territory. On the 27th of September the Canadians resumed the offensive in the Battle of Cambrai, which ended on October 9th with the capture of that city.

In the three great battles of Amiens, Arras and Cambrai, the Canadian casualty list reached the staggering total of [illegible]. The captures included 490 heavy guns, 230 trench mortars, [illegible] machine guns, and [illegible] prisoners.

In a subsequent march from Douai to Mons lesser actions were fought at the capture of Denain on October 20th, of Valenciennes on November 2nd, and of Mons on November 11th.

Meanwhile Britain had eliminated Turkey in Mesopotamia and Syria, and an Allied army under d'Esperey had shattered the Bulgarians in the Balkans. Bulgaria signed a capitulatory armistice on September 29th. Turkey followed her example on October 31st. Austria was badly shaken by Italian attacks and gave in on November 4th. Revolution broke out in Germany, the Hohenzollerns fled, and the war closed on the 11th of November.

Such was the course and the termination of the War of the Nations in which 205 sons of Victoria County died heroically in the cause of human freedom.

Chapter XIV.

Pages of Parish History

The religious life of a people is a vital factor in its history. Few interests, if any, affect man more closely than his spiritual convictions. To attempt, however, to sketch a century of church development throughout the whole of a county would give only a diffuse confusion of petty, parochial details without any unifying principle, as yet to give the narrative coherence and intelligibility. I have therefore taken the church history of Lindsay, the county town, as typical of that diversity of creed and practice which is so common in our own and other Ontario counties. We have here six denominations of varying strengths. The abounding activity of congregations in this new country is nowhere shown better than in the building of churches. From 1841 to 1921 the population of Lindsay has grown from perhaps 50 up to about 8000, and during that same 80 years the local congregations have put up no fewer than 19 church buildings. This seems at once a proof of enormous vitality and a confession of the prodigality of energy and means which goes with diversity of faith and duplication of effort. These points are implicit in the more detailed sketches of individual churches which now follow.

I. History of St. Mary's Church, Lindsay

The pioneer church in Ops and the vicinity of Lindsay was the Roman Catholic church.

Prior to 1840 no priest was stationed locally. Lindsay and the surrounding country lay within the parish of Peterborough and it was from the latter village that pastoral expeditions came.

The first priest to visit Ops was Father Crowley, an elderly Irishman from Cork who had come out in 1825 as shepherd of the Robinson immigrants. His first mass in Ops was said in 1830 in the shanty of John Maloney. Stations were also held at Terence Brady's, Patrick Connell's, Dennis Twohey's, and John Murphy's. He received from the government 200 acres of land (lot 16 in the 5th concession) which was ultimately patented in the name of his nephew John Ambrose. The grant was made to help settlement, and a house for storing settlers' effects was built on the west bank of the river. The spot was therefore long known as "the Priest's Landing." Father Crowley was hot-tempered and had many bitter quarrels with his parishioners. It is related that when Patrick O'Keefe and Cornelius Hogan gave him a churlish refusal to pledge money to the church they received his malediction, and within a year O'Keefe became permanently lamed and became a cripple for life He retired in poor health in 1832 and died at Rochester N Y in 1835

His successor, Father Bennett was a slight but energetic young man of middle height described as cultured and eloquent As his pastoral tours extended as far as Coldwater and Penetanguishene, he paid only one visit to Ops On that occasion he said mass in Dennis Twohey's shanty

He was succeeded in September 1833 by Father Timothy O'Meara a tall powerful man of forty, who said mass at Terence Brady's and Patrick Connell's

Father O'Meara was followed in 1834 by Father Butler a very small, thin man who was a native of Tipperary and had previously been a schoolmaster He paid Ops frequent visits and said mass several times in the house of John Murphy He was severely injured in 1838 by falling twenty five feet from the roof of a church which he was building in Peterborough It was not however until June 25 1853 that he died being then in the seventy fourth year of his life and the nineteenth year of his Peterborough pastorate

First Resident Priest of Lindsay

Prior to 1846 one priest stationed at Peterborough had to minister to a mission which extended from the Marmora mines on the east to Bowmanville Orillia and the back lakes on the south, west and north To cover all this district in a year even by travelling on horse back for three weeks at a stretch was an almost impossible task Accordingly the parish of St Mary's centered at Lindsay was formed in 1846 and Father Hugh Fitzpatrick of Fermanagh, Ireland was appointed as the first resident priest.

In June 1846 Father Fitzpatrick left his previous parish in Adjala township in Simcoe County and came to Lindsay by way of Port Perry with two wagon loads of furniture and his old housekeeper, Mrs Moran. At Port Perry he was met by Patrick Brady and James Maloney who as night was at hand stored his effects in a tumble-down warehouse on the shore of Scugog Lake Brady and Maloney slept in this warehouse while the priest put up at Crandell's tavern All were given a nervous night, the two former by rats and the latter by restless Orangemen In the morning all the baggage—tables chairs beds and high-backed writing-desk—was stowed in a capacious thirty-foot dug-out borrowed from "King Connell" the party embarked, and their slow voyage down to Lindsay began At Lindsay they landed at the old mill at the foot of Ridout street, where most of the villagers had gathered to escort the priest to his home in a log shack in rear of the present Royal Hotel This shack had been previously used as a shop by Captain Murphy and was later replaced by Hiram Bigelow with a stone store destroyed in the great fire of 1861 In 1846 and 1847 however, it served as both church and presbytery

Father Fitzpatrick soon set about the erection of a church. A lot was secured on what is now the southwest corner of Russell and Lindsay streets. Lindsay Street was then the eastern limit of the townsite. Kent Street was being chopped out for the first time; no other streets were cleared, and the church lot lay in a dense impenetrable swamp of spruce and cedar. In the autumn of 1840 Patrick Brady and Peter Tully were given the privilege of felling the first tree. The site was cleared during the winter and all the timber necessary for building was cut and prepared on the ground. In the spring of 1841 a bee was held and the church raised. The corner men were Patrick McHugh, James Fyne, Thomas Hoey, and James Walker. The main log building, forty feet long by twenty-eight feet wide, was put up in two days. Then the roof was put on by Thomas Vaughan, who worked at Purdy's mill. The shingles were made by hand on Peter Greenan's farm by Owen Carlin, Donald Malady, Thomas Hoey, Terence Patrick and Michael Brady, and Peter Greenan, and when the work of shingling began more men crowded on the roof than could stay there. The sashes for the windows were made by Richard and Michael Lenihan. Then as no nails, glass or putty could be had nearer than Port Hope, Nicholas Connolly and Patrick Leddy went around the parish and collected some thirty bushels of wheat. They took this over the bush trail to Port Hope, sold it, and returned with the needed supplies. The lime to plaster the crevices between the logs of the church was made by James Bryce in a kiln near the present wharf and was laid on by the parishioners under his direction. The floor was made of rough hewn two inch planks laid down on log joists. The altar was also built of rough boards like a big box. The door was made by Dominic McBride and the hinges and latch by John Cunningham. There were never any pews in the body of this original church. There were, however, two galleries of four pews each, one on each side, and an end gallery built by Thomas Keenan and Thomas Spratt for their own use.

The first mass in the church was said on November 1, 1843. On Corpus Christi day of the following year the brush piles around the building were burnt and the church itself narrowly escaped destruction.

Music was strikingly lacking in the church. A fiddle was the only instrument heard within its walls. There was no choir, but the Gillogly family sometimes sang.

Meanwhile a presbytery was being built at Father Fitzpatrick's own expense on a lot bought by him from the government on the northwest corner of Lindsay and Russell streets. Dominic McBride had contracted for its construction but after putting up the frame in the spring of 1841 he failed to carry it any further. W. Thatcher then finished it in December 1841 and Father Fitzpatrick moved in in January 1842. During the summer he brought hawthorn trees from Sturgeon Point and planted them around his lot. This property was later transferred to the parish for the sum of $400. The present

presbytery on lots 11 and 12 on the north side of Russell Street East was a gift to the church from John Knowlson in 1871.

When Father Fitzpatrick came to Lindsay in 1840 he was a powerful man in middle life. By the end of 1842 he was almost completely broken down. Scores of his parishioners had been dying off with swamp malaria. He himself had had fever and had been bled recklessly after the practice of the day. The narrow trail by which he went to minister to Downeyville, Kings Wharf and Bobcaygeon was an interminable morass dotted with stumps. His health was no longer equal to the strain and in December 1842 he retired to Douro.

There were brief ministries by Father Roche and Father McCormick. Then in the autumn of 1844 came Father Fergus Patrick McEvoy, a fine-looking man from Mayo, Ireland. The first Sunday on which he said mass the grain lay cut in the fields and rain was imminent. Therefore, as many in the parish were ill and serious loss was threatened, he sent his congregation out to bring in the harvest. Father Fitzpatrick had on leaving removed all his furniture from the presbytery so that Father McEvoy was obliged to board at an hotel owned by the carpenter Dominic McBride. In the course of time he fell out with McBride and cursed him from the altar. McBride's wife then left him; all his debtors refused to pay him; no one would speak to him; his hotel was burned down by incendiaries; he grew crazed and despondent, and at last disappeared from Lindsay forever. It was also in Father McEvoy's time that Lindsay narrowly escaped a pitched battle between the villagers and a small army of Orangemen who had marched up from South Emily to shoot up the hamlet.

He was relieved in the fall of 1847 by Father Fitzpatrick, who ministered again to the parish till October 1848.

Father Chisholm Plans New Church

For the eight years that followed the parish priest was Father Chisholm, D.D., the 27-year-old son of Colonel Chisholm, of Glengarry. This young Scotch-Canadian was six feet four inches in height, handsome, affable, and educated at Rome itself. In 1852 he bought a three-acre lot (the Mansion House block) with a view to building a school for higher education. This lot was stumped by a parish bee. The educational scheme was at last abandoned and the lot sold about 1870. In 1854 the Bank of Upper Canada gave him the present church property on Russell Street East in return for his influence in promoting the granting of a bonus to the Port Hope, Lindsay and Beaverton Railway, in which the bank was interested. On this new property he planned to build a brick church and laid out the foundations 150 feet by 60 feet. Some 600,000 brick were ordered from Patrick Curtin and were drawn in by a bee in the winter of 1854-55. Pine was bought in 1855 from Patrick McHugh, cut on lot 4 in the third concession, and brought down the river by a man named Page in the same year Father Chisholm first organized the Separate School which met during the week in the old church building. His work was barely begun when he was transferred in December 1856 to Alexandria. So highly was he esteemed in Lindsay that the Catholics gave him a purse of $400 and the Protestants a like amount and a large procession of both Protestants and Catholics escorted him to Reaboro, then the head of steel on the new railway. Father Chisholm died of heart trouble at Perth, Ontario, May 1, 1878.

The next incumbent, from January 1857 to April 1868, was Father James Farrelly of Cavan, Ireland. Father Farrelly cut the dimensions of the new church down to 100 feet by 50 feet. The contract for the brickwork was let to a Mr Alexander of Port Hope, who put in a new foundation and then left. His work was completed by a Mr Carlyle of Peterborough. Charles McCarthy, who was the architect of the building, handled the woodwork. The first mass in the new church was said on Christmas Day, 1858. A choir was then organized by a Mr Devlin, whom Father Farrelly brought in from Ottawa, and an orchestra of a dozen violins set up under the leadership of Mrs Devlin. The first organ was put in much later by Mr C. L. Baker, as a gift to the church. Miss O'Connell was the first organist.

A Famous Apostle of Temperance.

In May 1868 Father Michael Stafford succeeded Father Farrelly. Father Stafford ultimately enjoyed national fame for his heroic fight on behalf of temperance. In 1869 he erected the present Separate School building, acknowledged in its day as one of the finest structures of its kind in the province. In 1874 he opened a new convent, built at a cost of $60,000, for the Ladies of Loretto. This convent was burnt down on April 24, 1884, but was at once restored under the supervision of William Duffus of Lindsay, the original architect. In 1890 the Ladies of Loretto were succeeded by the St. Joseph nuns. Father Stafford died of angina pectoris on November 12, 1882, and was buried in the Catholic church in a vault on the right hand side of the altar.

His position was held by Father Lynch from November 1882 till February 1884, when the Rev. P. D. Laurent, V. G., a native of Brittany, France, was appointed to the parish. At this time the debt of the local church totalled $18,000. This was wiped out entirely by October 1898. In this latter year a spire was added and two bells weighing 3000 pounds and 500 pounds respectively were hung in the steeple. In 1904 the church was enlarged and rebuilt and in 1907 a large building on the church property was bought and converted into a parish hall at a cost of $4000.

Father Casey of Smith's Falls succeeded Monsignor Laurent on January 18, 1922. On December 18, 1913, he was invested with the office of Domestic Prelate (carrying with it the title of Monsignor) and in June 1920 he was made Protonotary Apostolic, one of the church's highest officials. Father Casey died very suddenly on May 14, 1921.

According to the last Dominion census there are 2898 Roman Catholics in the parish.

II. Methodism in Lindsay

The Methodist church in Lindsay stands a close second to the Catholic church in point of time.

In 1832, two years after Father Crowley had said his first mass in Ops, the Rev. Conrad Vandusen rode in from the Cavan Circuit over the quagmire trail through the forest and preached to a tiny log cabin conventicle. Successors in this mission work were the Rev. John Law in 1833, the Rev. John Black in 1834, and the Rev. William Young in 1835.

In 1838 Cavan was united with the Peterborough Circuit and Lindsay was supplied from the Brock Circuit on the west. The missionary from 1836 to 1838 was the Rev. Cornelius Flummerfelt, who was followed in 1839-40 by the Rev. Horace Dean, whose son later became Judge Dean. In 1841 and 1842 the visiting pastor was the Rev. John Sanderson, a gentle soul known throughout the countryside as "Little Peculiarities" because of his constant reproof to critics of their neighbors: "You know we all have our little peculiarities." Under his direction an acre of land was secured from the government on the southwest corner of William and Wellington streets and a small frame building, used as a school during the week and as a church on Sunday, was erected. This building, which is at once the oldest school and the oldest Protestant church in Lindsay, still stands at No. 23 Wellington Street. In 1852, on the erection of a second church, it became the Methodist parsonage. It is now occupied by a cobbler.

The subsequent pastors up to 1862 were the Rev. Herman Davis in 1843, the Rev. Gilbert Miller and the Rev. Samuel Fear in 1844, the Rev. Gilbert Miller and the Rev. Abraham Dayman in 1846, the Rev. William Young in 1845, the Rev. David Hardy in 1847, the Rev. C. W. M. Gilbert in 1848, the Rev. John Sanderson in 1849, and the Rev. Cornelius Flummerfelt in 1850-51. None of these ministers lived in Lindsay at all except the Rev. David Hardy, who sojourned in the village during 1847.

The First Resident Methodist Minister

The first officially resident minister was the Rev. Thomas Hannah, appointed in 1862. During his ministry a much larger frame church, more recognizable in its architecture, was built next to the original building but fronting on William Street. It is occupied at the present day by Shitch's Carriage Works. The earlier structure was then occupied by Mr. Hannah as a parsonage.

From 1864 to 1868 Lindsay was now the head of a circuit and during most of that period two preachers were required to cope with all the country appointments. The senior incumbents were as follows:—1854-56, Rev. J. C. Osborne; 1857, Rev. James Greener; 1858-60, Rev. D. C. Clappison; 1861-63, Rev. S. C. Philp; 1864-66, Rev. A. Edwards; 1867-69, Rev. James Greener. The assistants were the following:—1854, Rev. Garrett Dingman; 1855, Rev. W. H. Clarke; 1856, Rev. James Ash; 1857, Rev. A. L. Peterson; 1858, Rev. David Jackson; 1859, Rev. W. W. Miller; 1860, Rev. J. H. Stinson; 1861, Rev. N. S. Burwash; 1862, Rev. N. Galbraith; 1863, Rev. Thomas Adams, M. A., 1864, Rev. W. F. Morrison, B. A. In 1866 most of the country appointments were formed into an Oakwood Circuit. In 1868 all remaining outlying charges were annexed to Oakwood and the Lindsay church was left to devote all its energies to development at home.

A floating debt of several hundred dollars was now paid off in 1869 and preparations were made to build a new brick church and a new parsonage. In 1870 the Rev. Mr. Greener was succeeded by the Rev. C. Freshman, D. D. A lot was purchased in this same year on the northwest corner of Bond and Cambridge Streets and a parsonage built. In 1871 a church of white brick was put up on the same property at a cost of $12,308. It was dedicated to divine worship on December 17, 1871, by the Rev. W. M. Punshon, D. D., the Rev. G. R. Sanderson, D. D., and the Rev. G. H. Davis. The ministers for the next fifteen years were as follows:—1872-74, Rev. James Brock, 1875-76, Rev. Charles Fish, 1877-79, Rev. Wellington Jeffers, D.D., 1880-82, Rev. John S. Clarke, 1883-84, Rev. Wm. H. Emsley, 1885-86, Rev. M. L. Pearson.

A Season of Amalgamation

In the early eighties two local congregations of similar tenets, the Episcopal Methodists and the Bible Christians, amalgamated with the Cambridge Street church. The Episcopal Methodists were the dominant division of the Methodist church in the United States. A mission on Peel Street flourished in the seventies but was closed in June 1881 by the Rev. George Abbs, the presiding elder of the district, because of the atrophy of funds and enthusiasm. The Bible Christian church had begun in England in 1815 in an evangelistic revival within the Wesleyan Methodist church. Its leaders were pursued by the Methodists with the same bitter persecution that they themselves had suffered from the Church of England in the previous century. In Canada a wider toleration helped to heal the breach but separation prevailed until the eighties. A Bible Christian congregation in Lindsay built in 1872, at a cost of $8400, a white brick church on the east side of Cambridge Street between Wellington and Peel streets, the building occupied today by the Baptists. Their chief pastors during the next ten years were the Rev. Mr. Ayers, the Rev. Mr. Roberts, the Rev. R. T. Courtice and the Rev. Mr. Limbert. On

February 12 1883 the congregation voted to join the Methodist church and one Sunday morning in the following summer the members marched up Cambridge Street in a body to be welcomed back into their ancestral fold Similar re unions of Methodist sub denominations were being accomplished throughout Canada at this time and on Tuesday October 23 1883 a service of commemoration and thanksgiving was held in the Cambridge Street church

The congregation had by these amalgamations become uncomfortably large for the church building Alterations and additions were therefore made in 1886 Extensions were made on the north and south sides giving additional seating capacity for several hundreds. A gallery was built around the north east and south walls of the interior and a pipe organ fronted by a choir loft placed in the west. The pulpit was placed in front of the choir While this remodelling was in progress the congregation met each Sunday in the upstairs auditorium of the town hall The church was formally reopened on December 19 1889

The pastors of the Cambridge Street church since that time have been as follows —Rev Wm Williams D D appointed 1893 Rev T M Campbell 1891 Rev S J Shorey D D 1894 Rev Thomas Manning D D 1897 Rev Geo W Henderson D D 1902 Rev Geo J Bishop, D D 1905 Rev J P Wilson D D 1909 Rev S J Shorey D D 1911 Rev A H Going 1916 Rev E Vet Tilton 1919

East Ward Methodist Church.

A second Methodist church functioning in the East Ward of the town is now forty three years old

For some time prior to 1878 the Rev James Greener a superannuated minister had been carrying on pastoral work in the East Ward on his own initiative No church of any denomination existed east of the river In 1878 the Mayor of the town Colonel Deacon gave Mr Greener a quarter of an acre of land on Bertie Street and Mr Greener on his own responsibility and at his own expense had a little wooden church built on it On the 17th of November 1878 the building was dedicated to the service of God

The Rev Mr Greener was followed by the Rev W A V Pallyson the Rev Thomas Culbert and the Rev G W Dewey In 1888 during Mr Dewey's pastorate a two-storey frame church veneered with white brick was built on the southeast corner of Queen and Caroline streets. The building was 58 feet long by 42 feet wide and had the main auditorium upstairs and the Sunday School on the ground floor The Bertie Street church was converted into a double dwelling house It was burned down on February 18 1892 A parsonage was built on St. Paul Street in 1885

The pastors since the time of the Rev Mr Dewey have been as follows —Rev Newton Hill appointed 1891 Rev John W Tolton, 1894 Rev James McFarlane 1897; Rev A J Harvey Strike 1900; Rev H L Phelps 1904 Rev Jos. R Reet 1908 Rev David Balfour, 1910 Rev J S McMullen 1913; Rev C H. Coon 1917.

In 1920 steps were taken to put up a new church on the south west corner of Lindsay and Wellington streets On March 17 1921 a $25 000 building of red brick was opened by Dr Chown General Superintendent of the Methodist church in Canada

The Methodists in Lindsay total 2242

III Presbyterianism in Lindsay

The Presbyterian church comes third in Lindsay in point of seniority

About 1835 itinerant Presbyterian ministers began to visit the hamlet and preach in one log home or another Prominent among these missionaries was a Rev Mr Moore from the Presbyterian church in Ulster The number of Presbyterian families increased during the next decade and in 1845 four years after Father Fitzpatrick had built his log chapel and the Rev John Sanderson his tiny frame Methodist church, the Calvinists determined that they too would have a place of worship A lot was secured from the government on the south side of Francis Street about mid way between Cambridge Street and Victoria Avenue, and a log cabin thirty feet long by twenty wide put up on the northwest corner of the property by a congregational bee Everything was very primitive No ceiling extended below the rafters The walls were logs rough hewn and plastered. Unlike the Catholics who had provided a rude altar but no pews the Presbyterians had at first no pulpit—not even a platform In fact—while the congregation sat comfortably on rough planks supported on cedar blocks Some time later Thomas Ray and Hugh Moore added a low platform and a pulpit and substituted bench legs for the cedar blocks. The Crown Patent for the church lot was not secured until November 7 1848. It was issued by the Earl of Elgin then Governor-General of Canada to a board of trustees consisting of Samuel Smith, Andrew Hall, Duncan Fisher John Dinnet and Thomas Ray

For three years after the building of the church the congregation was entirely independent and tended only by occasional missionaries In 1848 it was taken in charge by the United Presbyterian church and connected with the Presbytery of Durham The presbytery gave such supply as they could for the next three or four years but it was not until 1852 that the Rev Gilbert Tweedie a licentiate of the United Presbyterian church, was ordained and inducted as the first regular pastor in the log church His field of labor covered Verulam, Ops Lindsay, and Mariposa Duncan Fisher formerly an elder of Mount Pleasant and Thomas Ray, ordained by Mr Tweedie were the first elders.

The Coming of Disruption.

The congregation was, in its simple way peaceful and prosperous, and if matters had been allowed to go on according to the best wishes of the people the Presbyterian church in Lindsay would have had a very different history for the next few decades. However the Caledonian disruption of 1843 ultimately reached Lindsay and rent the church asunder. Had it not been for ecclesiastical interference from without, it is extremely doubtful whether any local differences would have produced the wide estrangement that afterwards existed. As it was, Mr Tweedie resigned in 1855 and several families withdrew from the log church to form the nucleus of a Free Church body which six years later became identified with the Canada Presbyterian church. The remainder of the original congregation continued in connection with the Church of Scotland. Thus in Lindsay instead of one united and prosperous Presbyterian congregation two small parties struggled along through overwhelming difficulties.

For three or four years the Church of Scotland had no regular services in the log church. In 1858 the Rev William Johnston was inducted as their first minister. In 1863, during his pastorate, a brick church was put up on the Francis Street lot. Mr Johnston was succeeded in 1865 by the Rev J B Mair and on Sunday, November 25 Messrs Neil McDougall, Thomas Robertson and Godfrey McPherson were ordained as elders. Mr Mair was followed by the Rev Robert Dobie and he in turn in 1870 by the Rev J. Allister Murray of Mount Forest.

The Canada Presbyterians were likewise without services for some time after separation. In 1856 Mr Sharpe, a colporteur, was sent in by the Canada Presbyterian church to inquire into their state and prospects. He held some services in the old town hall on Cambridge Street (now Sinclair's Carriage Works) and in the Episcopal Methodist church building on Peel Street. In 1863 the congregation bought the northeast corner of Lot 3 on the south side of Peel Street, just west of T. A. Fisher's present grocery store, and on it built a church. Services were given by student missionaries and by members of presbytery from time to time. Such famous divines as the Rev Munro Fraser and Dr Gibson preached here in their student days. Up to 1865 Thomas Ray was the only elder, but in that year C Blackett Robinson, editor of "The Canadian Post", and Dr Tweedie, then practising medicine in Lindsay, were added to form a session. In 1868 the Rev Mr Binny was inducted as the first regular pastor. He remained for five years. Then, in 1873 the Rev Mr Hoskins was called and inducted but remained only a few months. He was succeeded in the latter part of the same year by the Rev E W Panton, who continued as pastor for nearly two years.

The Church Reunited Once More.

In 1875 a notable event took place in the history of Canadian Presbyterianism when on June 15th the two sections of the church were happily reunited in accordance with the recommendation of assembly that wherever there were two weak congregations they should if possible unite. St Andrew's church on Francis Street and the Peel Street church at once proceeded to amalgamate. Both pastors resigned and the united congregations became St Andrew's church, Lindsay.

All now worshipped in the Francis Street building. On June 22, 1876, the Rev James Hastie of Prescott became the first pastor of the unified church. He was succeeded on June 17, 1884, by the Rev Daniel McTavish, D Sc, who was chosen by the congregation even before his academic course was finished.

The church edifice on Francis Street was now found to be far too small and new accommodation was sought. In December 1885 Mr Wm Needler offered to donate a site on the southeast corner of William and Peel Streets and to make cash subscriptions that would bring his total contribution up to $3000. A canvass was made throughout the congregation who then totalled 266, and funds were raised to build an $18,000 church. On June 7, 1886, the corner-stone was laid by Dr McTavish. A commemorative scroll was read by Mr J R McNeillie and an address delivered by the Rev G M Milligan of Old St Andrew's, Toronto. A hurricane which raged throughout the ceremony helped to make the occasion a memorable one. The church was formally opened on Jan 2, 1887, by Principal Grant, of Queen's University. It was seventy-five feet long by sixty feet wide and was designed in the style known as "decorated Gothic." The architect was William Duffus of Lindsay, who also planned the convent, the Anglican church and the Collegiate Institute. The elders at this time were Thomas Ray, James Wallace, John Maithie, John McLennan, James Hamilton, Andrew Robertson and James R McNeillie. The Francis Street building was now occupied for many years by public school classes and was demolished in more recent times to make way for dwelling houses.

In November 1887 a manse was built on the southwest corner of York and Peel Streets, just behind the church, and was taken over by Dr McTavish. On July 11, 1889, he was succeeded by the Rev Robert Johnston, B A, a gold medallist in general proficiency in Arts at McGill University and a gold medallist also at the Presbyterian theological college at Montreal. In 1895 the Rev J W McMillan, B A, of Vancouver was inducted. During his ministry, on January 21, 1900, a new Sunday School building of white brick was opened just north of the church. It was built by John Thorburn of Lindsay and had a seating capacity of 750.

The Rev James Wallace, M A, B D, M D, C M, now of Renfrew, succeeded the Rev Mr McMillan in 1903. The present pastor, the Rev F H McIntosh, has been in charge since 1915.

There are 1237 Presbyterians in Lindsay.

IV The Church of England in Lindsay

Fourth in order of seniority in Lindsay comes the Church of

England

The first service was held in 1858 in the old town hall by the Rev. John Hickey, who had driven in as a missionary from Fenelon Falls. In 1858 the Rev'd John Vicars was appointed incumbent and a 99-year lease secured from the government on the lot on the south side of Kent Street now occupied by the Post Office. Here in 1858 a large frame church, in service for the next twenty six years, was erected.

Prominent among the church members at this time were William Sloughton, T C Patrick, W D Russell, G M Roche, Wm. Bell, Dr Joshua Fidler, Wm Grace, Robt Long, John Thirkell, Hartley Dunsford and John Bryans. Messrs Sloughton, Fidler, Grace and Dunsford were among the early churchwardens. In early times Mr T C Patrick took a prominent part in the music of the church and his mantle fell later on Inspector J B Knight who was long organist and choirmaster.

The Rev W T Smithett succeeded Mr Vicars in 1872. In 1881 the Rev Vincent Clementi was appointed rector with the Rev S Weston Jones as curate-in-charge. The latter succeeded to the rectorship in 1885.

In 1884 preparations were made to build a new church. A Building Committee consisting of Wm Grace, D Brown, Thomas Walters, Rev Weston Jones, Adam Hudspeth and R L Bryans and a Finance Committee consisting of J H Knight, C D Barr, Dr Burrows, J H Sootheran and G H Hopkins were duly formed. Mr Adam Hudspeth donated a church site of half an acre on the south side of Russell Street between William and Cambridge streets and the Finance Committee purchased a quarter acre of adjoining land with a view to putting up a school house and a parsonage at some later time. The plans adopted were prepared by Messrs Stewart and Denison, Toronto. The contract for constructing the church was awarded to Messrs McNeely and Walters, of Lindsay. The corner stone was laid with Masonic honors on Dominion Day, 1885, Most Worshipful Brother Hugh Murray of Hamilton, Grand Master of the Grand Lodge of Canada officiating. The completed church was dedicated on November 25, 1885 by the Lord Bishop of Toronto and eleven officiating clergymen.

The new church was built of white brick on foundations of Bobcaygeon limestone 110 feet long by 58 feet wide. Ohio bluestone was used for the facings. On the northeast corner was a tower fifty feet high surmounted by a spire sixty feet high. The latter was finished off with a finial of hammered iron. The front of the church was lighted by a large triplet window, 14 feet wide and 22 feet high. There were seven windows in the main walls on each side and five clerestorey windows in the upper walls supporting the roof. The rear of the church was built in a half-octagon shape and was lighted by three windows. The seating capacity of the church was reckoned at 530. The price paid to the contractors was $14 859 27. As all the ex penses bore very heavily on the congregation, it was not until February 24, 1921, that the mortgage covering the church's debt was formally burnt.

The Rev. C. H. Marsh became the rector of this new St. Paul's church in 1887 and today, in 1921, is still the incumbent. The following curates have assisted him during his thirty-three years of service in Lindsay:—Rev. Wilson McCann, B.A., now deceased; Rev. Carl Smith, of Brooklyn, N.Y.; Rev. Archdeacon Perry, of Hamilton; Rev. Dr. Hallam, Lecturer at Wycliffe College and Editor of "The Canadian Churchman"; Rev. Major McIlmara, of St. John's Church, Toronto; Rev. Kingstone; Rev. Bilkey, of Brantford; and Rev. G. R. Maconachie, who is still with him.

During the first year of Canon Marsh's sojourn in Lindsay a school house was built on the church lot and in 1906 a building uniting the school house and church was put up at a cost of $1600. In the same year a new pipe organ, costing $2450, was installed. A rectory was built on the church property in 1914 at a cost of $7000.

According to the last census, there are 1254 Anglicans in Lindsay.

V. History of the Lindsay Baptist Church

The first local Baptist church was organized on Saturday, February 25th, 1860, when thirteen Baptists resident both in Lindsay and in Ops gathered in a private home for church fellowship. These original members were Mr. and Mrs. Wm. Thornhill, Mr. and Mrs. Thomas Richardson, Mr. and Mrs. David McGehey, Mr. and Mrs. George Calvert, John Calvert, Mr. and Mrs. William Gurnell, Mrs. Duncan Fisher, and Peter Fisher. The meeting was presided over by Elder Alexander McIntyre of Fenelon Falls. William Thornhill and Peter Fisher were elected deacons at this time and John Calvert was given like office in the following year.

Application for a building site was made to the government and two lots were secured, one at Hill Head near Reaboro, in Ops, and the other on the northwest corner of Wellington and Sussex streets, Lindsay. The original Board of Trustees, constituted in July 1860, were William Thornhill, Joseph Wilkinson, Peter Fisher, James Weir and George Calvert.

In 1860 the first minister, the Rev. A. A. Cameron, was called. He was succeeded in 1865 by the Rev. Matthew Gold, who left in 1870. The church records for these early years are still sulphurous with the discipline meted out to fractious sheep of the flock.

The congregation met for a time in a frame building on Cambridge Street South on the side of Dennis's brick livery barn. Meetings were also held in the town hall. About 1860 a chapel was built on the Hill Head lot and in October 1867 a frame church, 50 feet long by 30 feet wide, was put up on the Wellington Street lot and painted by a bee under the direction of Daniel Silver. This church was formally opened with a tea meeting on January 12, 1859. During the sixties great financial assistance was gratuitously given to the church by Mr William Craig of Port Hope. Generous and unfailing support was also given, and for nearly half a century, by Mr. George Matthews, a native of Birmingham, who joined the church in June 1867 and was a deacon from May 1872 until his death in 1914.

In 1871 the Rev John Cameron of Claremont became pastor. He was followed two years later by an Englishman, the Rev. Mr. Prosser. In January 1873 the Ops church members separated for business and the observance of ordinances and on August 23, 1879, twenty-one members were given letters of dismission and formed themselves into an Ops church. Various mutual arrangements have been made since that time with regard to pulpit supplies, but the exchequers and communion rolls have remained separate and distinct. Baptisms at this time were performed in the Scugog River just above the Riverside Cemetery.

On March 9, 1878, the Rev W K Anderson, who followed Mr Prosser, preached his first sermon in Lindsay. The Rev Mr Anderson continued in this pastorate for nearly fifteen years and was greatly loved by his people.

In 1885 negotiations were made for the purchase of the brick church and Sunday School on Cambridge Street vacated by the Bible Christians two years before on their amalgamation with the Methodists. Temporary occupation had already been conceded to the Salvation Army, under Captain Hunt, but the zeal of that brief movement was fast evaporating. A bargain was finally struck between the Baptists and Methodists for a purchase price of $5974. Alterations were made. A new Gothic arch was cut through the wall in rear of the pulpit and an alcove, to which a baptistry was inserted, built in rear. Gas was also introduced to replace the oil lamps formerly used. The old church was sold for $2109 and converted into a dwelling-house. By October 1886 only $836 was still outstanding on the new church and George Matthews, then church clerk, promised to subscribe one-half of this amount if the church would raise the other half. The response was immediate and on November 19, 1886, a clear deed to the property was secured. A meeting for thanksgiving was held that same evening. The deacons at this time were Messrs Matthews, Richardson, Stirer, Mitchell, and Hardley.

The Rev Mr Anderson was succeeded in 1892 by the Rev H Ware of Chatham. The latter was found dead in shallow water at Sturgeon Point on May 18, 1893. Subsequent pastors have been the Rev Ralph Trotter 1893-6, the Rev L. S Hughson 1896-1903, the Rev G R Welch, 1903-1911, the Rev H Bryant 1911-1920, and the Rev F B Loney called in 1920.

The last census recorded 352 Baptists in the town.

VI The Salvation Army in Lindsay

The work of the Salvation Army was begun with a public meeting in the present town hall at eleven o'clock on the morning of

July 29, 1883, Lieut. Frere and Sergeant Bredyard opened the campaign and were reinforced on the following day by Captain Wass. Special meetings were then held for six weeks in Bell's music hall on William Street.

A search for permanent quarters was soon made, and a building site secured on Peel Street, the present location. An old pioneer log cabin which stood on the lot was pulled down and cut into firewood in April, 1884. The citadel for the Army was built during October and November, 1884, by T. McWilliams. A spectacular street poster announcing the opening of the new building was headed in flaring letters, "A big joke on the devil." The lot cost $1100 and the building $2900.

The first permanent officers of the Army in Lindsay were Captain Glory Tom Calhoun and Lieut. Breakneck James McGinley. This early period of their local history was marked by demonstrative conduct, incomprehensible to the town, and by unreasonable persecution on the part of the police. The Army, for example, determined to herald the incoming of the New Year in 1885 by a hallelujah procession and marched up Kent Street at 12.15 a.m.—"beating their tom-toms," as one hostile editor put it. The whole contingent was arrested and spent the night in the council chamber. Their trial produced great excitement and the court room was so crowded that benches broke and several people were singed against the coal stove. Captain Calhoun was fined two dollars and his followers were dismissed with a warning. On another occasion the Army band made a gratuitous instrumental assault on the town band, marching round and round the latter while a public band concert was in progress and challenging the secular program with clamor and fanfare of hymns. The audience was put to flight by the excruciating chaos of sound. In the eighties too a female lieutenant, native to Lindsay, was courtmartialled and drummed out of the Army for refusing to discard her bustle. Still another young woman, Captain Bertha Smith, while kneeling in prayer in front of a Kent Street tavern, was brutally clubbed over the head by a zealous policeman and then given fifteen days in the county gaol for "loitering on the street." All these extravagances now seem very strange and far-off, for persecution has ceased and the Army has come to comprehend better the purposes of its venerable founder and has abandoned demonstration for zealous work amongst the submerged derelicts of humanity. Discretion has caught up with zeal and much good work has been done.

In March, 1921, under the effective leadership of Captain Pace, a new citadel was opened on the site of the earlier structure which had been found inadequate. The cost of the new building was $13,000. It is a trim two-storey edifice of red brick built on standard army lines. The ground floor is a Sunday School known as the Junior Hall, and the second floor auditorium the citadel proper, capable of seating 300 persons.

The last census reported 124 Salvationists in Lindsay and the surrounding township.

VII. The Cemeteries of Lindsay

The tribes of Northern Europe from which we have sprung disposed of their dead by burial in the earth with various religious rites. This ancestral form of burial is still universally followed in Victoria County.

The first Protestant cemetery in Lindsay was on the block bounded by Francis, Sussex, Colborne and Albert streets, where the Alexandria school now stands. About 1850 a new plot was purchased on the hill-slope in the East Ward at the southwest corner of Durham Street East and the town boundary. This cemetery was ready for interments on October 18, 1852. The grounds were unfortunately inadequate, and on August 24, 1870 the Riverside Cemetery Company was incorporated and threw open a necropolis of thirteen acres on the east part of the south half of lot 17 in the fifth concession of Ops, about a mile south of the town. The first board of directors comprised the following:—President, J S McLennan; Secretary-Treasurer Adam Hudspeth; Directors, D Brown, E Gregory, Joseph Watson, S C Wood, S Bigelow and J Hamilton. Bodies were transferred from the older cemeteries to this new field on the bank of the Scugog. Newspaper files record that on May 22, 1874, a wagon loaded with rotten coffins three tiers high, and surmounted by a nonchalant, tobacco-smoking driver, passed down Kent Street on its way to the new place of burial. This cemetery is still in use.

The early Roman Catholic cemeteries were two in number: one where most of the villagers were buried on Patrick Murphy's farm near the Murphy school-house (school section No. 1) four miles south of Lindsay, and the other on King Connell's Point. In 1858 Father Farrelly blessed a new cemetery on the western boundary of the town opposite the end of Mary Street. This burial ground was abandoned in 1897 during Mgr Laurent's incumbency, when a plot of 28 acres on the west bank of the river south of the town was purchased for $2330 and greatly embellished.

Chapter XV.

Research into Pioneer Survival.

Racial stocks in Canada are notoriously unstable. All who have considered the question know that the original pioneer families in some sections of the country have almost completely disappeared. At the time of the tercentennial celebration at Quebec it was stated that only some 400 French-Canadian farmers could trace back their holdings to grants from the French Crown. Ontario, though settled much later, makes a similar showing. In the township of Kingston, Frontenac county, only one farm remains with the family to which it was patented.

Great credit is due to these rare families. Their unbroken record of labor in a neighborhood makes them the real founders of its prosperity, and their ancestral tradition of occupancy gives them a love for their homes that makes for national stability.

Surviving Pioneer Families in Victoria.

The present writer endeavored recently to discover what proportion of the original pioneer stock of Victoria is still to be found in the county. It was decided to treat only of those who originally received the land from the Crown. Permission was obtained to consult the Domesday Books in the vaults of the Crown Lands Department at Toronto and a list of all the Crown grants to the County (some 4000 in all) was laboriously copied out. This list was then checked, township by township, and according to lot and concession, with a recent directory of the county. Two lists, sorted out into alphabetical order, were then prepared for each township, one showing the names of the patentees whose descendants still hold the original farms and the other the names of the patentees still represented locally but not on the original farms. As many men received more than one parcel of land only the number of patentees (and not the number of patents) were taken into consideration. All cases of double and multiple grants were eliminated by checking.

The net results of this research work are shown in the table which follows. Column "A" represents the number of men in each township to whom land was granted. Column "B" records the number of original patentees whose descendants (through the male line) still hold the original farms. Column "C" shows the number of patentees whose descendants (through the male line) are still to be found in the township but not on the original farms. Column "D" is the sum of "B" and "C," or the total number of pioneer patentees still represented in the county.

Township	A.	B.	C.	D.
Emily	4dd	dd or 14%	14$ or 32%	30d or d8%
Ops	2d4	5$ or 15%	dd or 2d%	14d or 41%
Mariposa	417	22 or d%	d7 or dd%	11$ or 28%
Verulam	24$	2d or 1d%	41 or 17%	66 or 27%
Fenelon	275	1d or 7%	53 or 1d%	71 or 2d%
Eldon	352	5d or 1d%	d9 or 2d%	1dd or 44%
Somerville	143	13 or 9%	1d or 13%	31 or 23%
Bexley	dd	d or d%	7 or 1d%	7 or 10%
Laxton	143	2d or 1d%	d or d%	3d or 24%
Carden	204	41 or 20%	42 or 20%	dd or 4d%
Digby	dd	8 or 16%	9 or 1d%	17 or 24%
Dalton	117	d4 or 20%	2d or 17%	44 or 37%
Totals	2d2d	3d3 or 1d%	dd9 or 2d%	d81 or dd%

Remarks on the Statistics.

Investigation thus shows that over one-third of the patentee pioneers of Victoria are still represented in the county by their descendants in the male line. The additional instances where their blood persists through their female descendants intermarriage with other families still found locally would doubtless, if it could be traced, raise the proportion of pioneers surviving to over one-half. Further, many of the patentees unrepresented were land speculators and beneficiaries of grants to U. E. L. descendants who did not settle on their lands but sold out later to others who did occupy permanently and may therefore be regarded as the real pioneers on such lots. A checked list of such pioneers by private purchase would raise our figures still higher but its preparation is, unfortunately, impracticable.

The bona fide statistics for patentee survivals through the male line as shown above are however in themselves sufficiently remarkable. A record of d31 patentee families in a single county persisting for the better part of a century is most unusual in Ontario.

Close inspection of the individual townships brings out illuminating differences in their records.

Emily was the first municipality thrown open for settlement yet it has the highest number of surviving families. There are d3 actually on the same farms and 208 or nearly one-half of the original total still in the township. The solid nucleus of this survival is the band of 142 families of Irish Roman Catholics who came in with the Robinson Immigration of 1d25 and settled in the northern concessions of Emily. Most of these families still persist. It might also be noted that Humphrey Finley, the first settler in Emily and therefore in the whole county, is still represented on Lot 1d, Concession 1, the original holding.

The original settlers of Ops were largely of the same Roman Catholic Irish stock (though only partially of the same immigration) and have shown the same phenomenal stability.

In Eldon the patentees were chiefly Scotch and chiefly from Argyleshire. The degree of persistence here exceeds that in Ops and almost equals that in Emily. Practically every surviving patentee family is Scotch.

Mariposa, Fenelon and Verulam were taken up piecemeal by English and Irish Protestants. The record in these townships has been somewhat spoiled by land speculators but even so it seems as if their pioneer stock had lacked the coherence of the more homogeneous settlements in North Emily, Ops and Eldon.

Bexley and Somerville were opened up much later than the six southern townships and the rest of North Victoria much later still. Some patents in North Victoria are even dated in the present century. Comparison with South Victorian townships is therefore very unequal. If such a comparison be undertaken it will throw into even bolder relief the remarkable stability of South Victoria and at the same time betray the essential non-agricultural character of the northern townships. In Bexley, the first northern area to be opened, not one farm remains with its original owners. In the other townships the proportion ranges from one-eleventh to one-fifth. No figures are given for Longford as that township was not patented to settlers.

Persisting Pioneer Families in Emily.

There now follow lists for each township of the actual pioneer patentees who are (1) represented on the original farm and (2) represented otherwise in the same township. In the former list the farms are indicated. The concessions are shown in Roman numerals and the lots in Arabic numerals.

The farms of the following 83 Emily pioneers were granted to them by the Crown and still remain in the same family.—Moses Begley, X 10, David Best, I 12, Henry Best, I 12, James Boate, V 22, William Boate, V 22, John Callaghan, XIII 9, Patrick Callaghan, VII 7, John Carroll, VII 10, Timothy Carroll, VII 10, Martin Carroll, VIII 10, Michael Costello, X 10, Timothy Dorgan, XI 14, Bartholomew Downey, IX 9, Thomas Fee, V 12, William Fee, V 12, Humphrey Finley, I 15, Dennis Fitzpatrick, VIII 12, James Flaherty, IX 22, Thomas Flaherty, IX 23, Daniel Flynn, IX 10, Michael Flynn, IX 10, William Ford, II 9, George Franks, VII 22, Martin Herrington, XI 6, Timothy Heenan, XII 3, Patrick Herlihey Sr., XII 14, Patrick Herlihey Jr., XII 14, Patrick Hickey, X 10, Michael Houlihan, XII 7, Henry Jackson, II 16, David Kennedy, XIII 3 and XIV 3, Wm Kennedy, XIV 2, Wm Laidley, IV 3, James Madigan, XII 16, Michael Madigan, XII 13, John Milloy, VIII 3, Peter Milloy, VIII 3, John Mitchell, IV 13, Timothy Morrissey, X 17, Patrick Murtha, XIII 12, Edward Morrisey, IX 14, Michael McAuliffe, IX 20, John McCarrell, III 18; John McFeeters, XIV 17; William McGahey, XII 2; Samuel McGee, II, 10; Arthur McQuade, V 5; Edmund O'Donnell, VI 22; John O'Leary, IX 9; Richard Padget, XIII 9; Bartholomew Piggott, XI 6; Daniel Piggott, XI 5; Edmond Piggott, X 4; John Scully, VII 2 and IX 2; Charles Shaw, IV 3; Henry Sheerin, III 17; John Smith, XIII 6; Dennis Sullivan, VII 20; John Sullivan, XII 21; Tobias Switzer, V 18; John Toole, II 4; Daniel Winn, VIII 2; Robert Winn, VIII 1

The family names of the following 145 original patentees are still to be found in Emily but not on the original farms:—Edward Bailey, David Balfour, James Balfour, William Barrett, James Best, John Best, Wm. Best, John Blackwell, Wm. Bradley, Cornelius Callaghan, Jeremiah Callaghan, Samuel Carew, Thomas Carew, Edmond Callaghan, Charles Chambers, Patrick Clancy, John Clark, John Collins, Michael Collins, Dennis Connell, George Connell, John Connell, Patrick Connell, Samuel Cottingham, William Cottingham, Samuel Davidson, Daniel Donoghue, Dennis Donoghue, Maurice Donoghue, John Dorgan, Francis Duffy, Thomas Elliott, Robert English, William Elliott, Henry Fee, Samuel Ferguson, Daniel Fitzpatrick, Patrick Fitzpatrick, John Flynn, Terence Flynn, Michael Flaherty, Patrick Flaherty, John German, Hugh Graham, Abraham Groves, Thomas Groves, David Gulry, Sarah Hamilton, Abraham Henderson, David Henderson, Francis Henderson, James Henderson, Robert Henderson, Thomas Henderson, William Henderson, Dennis Hennessy, Dennis Houlihan, Wm Houlihan, Anthony Hunter, Thomas Houlihan, William Irwin, John Jackson, Michael Jackson, Robert Jackson, Andrew Jamieson, Samuel Jamieson, Henry Jones, Hugh Jones, Humphrey Jones, Adam Jones, James Jones, John Jones, Robert Jones, James Laidley, James Lang, William Lang, John Latchford, Michael Lowes, Richard Lowes, Geo Miller, John Miller, Wm Miller, Joseph Mills, Wm Mills, John Magee, George Mitchell, James Mitchell, Jeremiah Mitchell, Robert Mitchell, Thomas Mitchell, Wm Mitchell, Zachariah Mitchell, Henry Moore, John Moore, James Moore, Thomas Moore, David Mulcahey, Michael Mulcahey, Wm Mulcahey, James Murray, Peter Murtha, Martin McAuliffe, Edward McCall, Isaiah McCall, James McCall, James McCarrell, Robert McCarrell, Wm McConnell, Anthony McDonald, Wm McMullen, Dennis O'Connor, Neil O'Donnell, Francis O'Leary, Samuel O'Leary, Timothy O'Leary, Patrick O'Neil, George Padget, Wm Parker, John Pogue, Etiza Patrick, Wm Piggott, Michael Powers, John Rahill, Mark Robinson, Samuel Robinson, David Rowan, Thomas Rowan, Robert Sherin, Edward Sullivan, Michael Sullivan, Adam Thornton, David Thornton, John Thornton, Wm Thornton, Jabez Thurston, Wm Thurston, John Twomey, Maurice Twomey, Elliott White, Richard White, Wm Wilson, Samuel Windrim, George Winn, Henry Winn, Simeon Wright

Surviving Pioneer Families in Ops.

Descendants of the following 56 pioneer patentees in Ops still held the original farms today:—Robert Blaylock, XI 5; Francis Brady, V 6; William Brady, V 6; Owen Carlin, VI 9; Arthur Collins, IX 15; John Connell, III 7; Wm. Corley, IV 20; Charles Cornell, XI 7; Andrew Costello, I 22; John Cudahee, I 10; Patrick Cunningham, VIII, 15; John Deyell VIII 4 and 5; George Downey, VIII 6; Timothy Finnegan, II 23; James Graham, II 24; Wm. Graham, I 24; Peter Greenan, VI 9; Abraham Hartley, X 18; Sampson Hazelton, IV 31; Thomas Hawkins, VIII 8; Joseph Hickson, IX 9; John Hickson Sr., IX 6; John Hickson Jr., IX 8; Timothy Heenan, IX 19; Samuel Jamieson, VII 8; Patrick Leddy, III 20; Thomas Lee, VI 5; John Logie VII 20; Isaac Moynes, II 23; John Murphy, V 11; Michael Murphy, V 11; Roger McHugh, V 14; Patrick McHugh, III 5; Michael McCabe, VII 5; David McGahey, VI 14; Wm. McGinnis, XI 21; Alex. McNeil, III 26; Elizabeth Pogue, X 1; James Pogue, XI 1; William Pogue, I 16; Charles Peel, XI 19; Thomas Ray, III 16; James Rea, X 6, William Rea Jr. X 6; Joseph Reynolds VII 5; Robert Reynolds, VII 5; Wm Reynolds VII 5; Thomas Robertson VI 15, Edward Shaw, XI 2, Richard Shaw IX 5; John Shea V 8; Mary Shea, V 8; Edward Tully V 15; Peter Tully V 9 and 13; John Walker VII 15; Benjamin White, X 25

The following 59 patentees families are represented but not on the old farms—Thomas Bell, Philip Bennett, Wm Best James Blackwell John Blackwell, Wm Blackwell Michael Brady Philip Brady, Garrett Brock, Samuel Brown Charles Burke Elizabeth Burke Patrick Burke Robert Clarke Catherine Collins, Timothy Collins, Richard Connor, David Cornell, James Cudahee James Cunningham John Cunningham, Joanna Curtin John Ellis, Philip Ferrelly Daniel Finnegan Patrick Finnegan Duncan Fisher Patrick Fitzpatrick Robert Finnegan, John Graham, Andrew Hall James Hall Cornelius Hogan, James Hogan, John Hogan, Patrick Hogan, Martin Hogan Richard Houghton Alex Hooter, Francis Hutton, James Hutton George Jackson John Kennedy James Kerr Wm Jackson Patrick Lee William Logie John Lynch William Lynch James Maloney John Maloney Thomas Miller Dennis Murphy Samuel Magahey, Andrew Magee Francis McCabe, James McCabe Patrick McCabe Bernard McGeough Charles Naylor John Naylor John Nugent Thomas Nugent Maurice O'Connell, Patrick O'Connell, Samuel Parkin John Peel, James Powers Michael Quilian David Ray Thomas Rea William Rea, James Reid, Wm Robertson, Thomas Robinson Jeremiah Scully James Shea Thomas Simons John Sloan, Robert Thorne Daniel Twohey Dennis Twohey James Twohey John Twohey Thomas Twohey, James Walker, Ann White, George Wilson, James Wilson

Patentee Survivors in Mariposa.

The farms of the following 22 Mariposa pioneers are still held by their descendants:—Hugh Cameron III 9; John Campbell, XIV 10; Kenneth Campbell, XIV 10; Wm. Clark XV 2; Wm. Copeland,

XIII 6; Hugh Dundas, VIII 23; Stephen Dundas, VIII 22; Wm. Eakins, VI 22; Robert Edwards, I 16; John Ferguson, V 2; Archibald Glenny, V 17; Samuel Kirkland, X 10; Daniel Lee, XI 15; Malcolm McArthur, XV 16; Andrew McKay, XIII 18; Donald McKinnon, II 2; Norman McLeod, XV 9; William McLeod, XV 9; Andrew McPherson, XI 9; Thomas Smith, I 9; Charles Truax, VII 2; Wm. Wright, XII 6.

Descendants of the following 97 patentees are found on farms other than those originally granted by the Crown: Henry Armitage, Jesse Armitage, David Benson, John Black, Abraham Bowes, Hollis Bowes, John Broad, George Brown, Peter Brown, Samuel Campbell, Donald Campbell, Hugh Carmichael, Donald Carmichael, Aaron Choate, Jacob Choate, Nathan Choate, Thomas Choate, Ira Clarke, Paul Cole, Archibald Currie, Thomas Clarke, Samuel Davidson, John Davidson, Seymour Dean, Theodore Dean, David Dundas, Henry Dunn, James Emmerson, Ann Ferguson, Malcolm Ferguson, Martha Ferguson, Neil Ferguson, Robert Foster, Wm Galloway, Robert Glenny, Edward Graham, Elizabeth Grant, Hector Grant, Reuben Grant, James Hall, John Hall, Matthew Hancock, Gilbert Harris, Robert Irwin, Stephen James, Benjamin Johnston, Thomas Johnston, Amos Lake, Francis Lees, Richard Mark, Samuel Metherell, Bartholomew Mitchell, Christopher Mitchell, Jacob Mitchell, Donald McDonald, Jane McDougall, James McElroy, Matthias McKay, John McKinnon, Neil McKinnon, Angus McLean, John McLean, Norman McLean, John McKague, Susan McTaggart, Duncan McTaggart, Robt McNab, Aaron Nichols, James Nicholls, Nathan Nicholls, Robert Nicholls, Austin Noble, Wm Patterson, Peter Phillips, James Pogue, Wm. Richardson, Asa Rogers, Joseph Rogers, Joseph Russell, John Scott, Sarah Sinclair, George Sowden, John Spark, Lewis Styles, Joseph Tierney, John Thompson, James Tolmie, David Tripp, George Wallis, Samuel Webster, Wm Webster, Jacob Whiteside, Hannah Williams, Edward Wilson, Lorraine Wilson, John Wylie, Isaac Yerex.

Patentee Survivors in Verulam

The following 25 Verulam patentees are still represented on their original farms.—Wm Brandon, II 30, Wm Brown, VIII 3, John Davidson, IX 4, John Duggan, I 25, William Elliott, VI 28, Wm Fleit IV 32, Thomas Forest, VIII 3, William Fesler, IX 31, Matthew Ingram, VIII 20 and 21, John Jenkin, III 14, Wm Kennedy, II 2 Richard Middleton, VIII 8, Robert Mitchell, V 3, Peter Murdoch, VI 6, John McDonald, V 4, James McFeeters, VIII 1, James Prescott VIII 28, Joseph Ray, I 14, Alexander Robertson, V 8, Robert Robertson V 10 and 11, Irwin Simpson, IX 2, Thomas Steele, VIII 6, Cornaby Thurston, II 7, Henry Thurston, II 5, Jonas Thurston, IV 2.

Descendants of the following 17 patentees are still in the township but not on the original farms.—David Ball, Thomas Beatty, Alexander Bell, Henry Brandon, John Brandon, James Brooks, Mary Coulter, John Crowe, Edward Davidson, Henry Devitt, John Devitt, Thos. Devitt, Wm. Devitt, Andrew Finley, Robert Graham, Patrick Henderson, David Hunter, Garner Hunter, John Hunter, James Junkin, Lancelot Junkin, Edward Kelly, James Kennedy, David Lamb, John Lamb, David Long, Wm. Long, Lewis Meyers, David Murdock, James Murdock, Hugh McCallum, James McCallum, Peter McDonald, Robert Parker, Edward Prescott, Andrew Robertson, John Sproule, John Taylor, Christopher Thompson, George Thompson, Jabez Thurston.

Fenelon Township Patentee Survivals.

The following 18 Fenelon patents are still in the original hands:— James Bate, V 6; Dougald Brown, IV 20; Amos Coates, 1 8 and 9; John Cook, VI 9; Wm. Hall, III 5; John Hay, X, 6; Charles Hore, X 3; John Irwin, XI 3; Joseph Littleton, IX 19; Angus McFadyen, III 15; Randal McFadyen, III 15; Donald McKenzie, VI 1; Archibald McNeevin, V 21; Robt. McNeevin, IV 20; Elias Palmer, VI 34; Thomas Smithson, III 19 and 20; Robt. Tompkins, III 1; David Scott Willock, VII 16.

The following 53 patentees are represented on farms other than their own original holdings:—Alexander Beggs, James Brien, Thomas Brien, Francis Brown, Donald Campbell, James Campbell, John Chambers, Benjamin Clark, John Douglas, William Ellery, John Daniel, William Ellis, Ralph Faulkner, Samuel Faulkner, Duncan Graham, Thomas Graham, Wm. Graham, Andrew Hall, Edward Hamilton, Andrew Hamilton, Francis Hay, James Hay, George Irwin, James Irwin, Robert Irwin, Wm. Kennedy, Martin Lee, Wm. Marsh, John Moffat, Isaac Moynes, Thomas Moynes, John McArthur, John McCarrell, Colin McFadyen, Mary McKay, Isabella McKenzie, Donald McKinnon, Alexander McNabb, Hiram Nelson, Thomas Oakley, Margaret Patton, Henry Powell, John Powell, Margaret Powell, Thomas Rea, Dugald Sinclair, Richard Smithson, William Smithson, Thomas Tomblyn, Robert Thompson, James Wallace, Robert Wilson, Joseph Worsley, George Wright.

Eldon Township Patentee Survivals.

The following 66 Eldon patentees' families still persist on the original farms:—Mary Black, XI 17; Neil Brown, IX 19; Alex. Cameron, VI 25; Alex. Campbell, II 12; Archibald Campbell, II 12; Donald Campbell, V 20; Neil Campbell, II 9; John Ferguson, XI 15; John Fraser, VII 22; Charles Fry, SPR 65 6; John Gillespie, VII 11; Thomas Graves, X 26; Angus Logan, X 20; Thomas Lyons, V 6; Moses Mitchell, NPR 53 4; Roger Moran, X 12; John Morrison, VI 26; James McAlpine, II 6; Duncan McArthur, V 5; John McArthur, VIII 7; Peter McArthur, VII 7; Duncan McCorquodale, I 2; Allan McEachern, III 11; Archibald McEachern, II 22; Donald McEachern, V 15; Dugald

McEachern, IV 16; Duncan McEachern, III 16; Hugh McEachern, IV 7; Lachlan McEachern, X 23; Malcolm McEachern, II 11 and 15; Neil McEachern, II 18; Neil McEachern VI 6; Neil McEachern, VII 2; Neil McEachern, VIII 24; Ronald McEachern, II 20; Wm. McEachern, VIII 24; Ann McDonald, II 23; John McDonald, III 19; Donald McFadyen, II 17; Samuel McFadyen, X 8; Dougald McGillvary, SPR 12; John McGillvray, VII 23; John McInnis, VIII 16; Malcolm McMillan, VIII 6; Neil McNab, IX 20; Duncan McPherson, IV 4; James McPherson, IV 4; Colin McRae, VIII 25; John McRae, SPR 30; John Nicholls, SPR 21; John Pearce, XI 21; George Ross, II 16; Duncan Smith, V 6; John Spence, X 5; Wm. Taylor, XI 25; John Torrey, V 16.

The following 95 patentees are represented on farms other than those originally held:—John Bell, Duncan Brown, Frederick Brown, Angus Cameron, Archibald Cameron, Donald Cameron, Ewen Cameron, James Cameron, John Cameron, Lachlan Cameron, David Campbell, Duncan Campbell John D Campbell James Campbell, Hugh Campbell, George Campbell Peter Campbell, William Campbell John Collins Walter Coulter Wm Dixon Wm Dunn Angus Ferguson Alex. Ferguson Israel Ferguson Donald Fraser Thomas Fraser, Hector Frazer John Fry Donald Gilchrist James Gilchrist, John Gilchrist Alex Gillanders Dugald Gillespie John Gillies John Gilmour Donald Grant Finlay Grant John Grant, Roderick Grant, Wm Grant Dougald Mathieson Wm Mitchell Alex Munro James Munro Thomas Munro John Murray Neil Murray Alex. McAlpine Donald McArthur Margaret McCorquodale Angus McCuaig Angus McDonald Donald McDonald Finlay McDonald Ronald McDonald Thomas McDonald John McDougall Neil McDougall Eachern McEachern Farquhar McEachern John McEachern Kenneth McEwan Peter McEwan Archibald McFadyen John McFadyen John McInnes Allan McInnis Donald McInnis Alex McIntyre Angus McIntyre Archibald McIntyre Andrew McIntyre, John McIntyre Alex McKay John McKay Alex. McLean Hector McLean John McLean Angus McLeod John McMillan Duncan McNabb Archibald McPhail Andrew McPherson Lachlan McQuarrie Donald McRae Duncan McRae Farquhar McRae John Smith John Sutherland Jr John Sutherland Sr John Thornton Wm Walker Wm Williamson Benjamin Wilson James Wilson John Wilson Wm Wright Richard Uncles

Patentee Survivals in Somerville.

The following 13 patentees farms in Somerville remain with the original families:—Ralph Byrne VIII 3 John Coulter II 2 Wm Cundill FR 12 George Eades II 24 John Fell I 13-14 Edward Hopkins I 7 and II 6 Wm Mason, FR 10 Donald Murray FR 53, Thomas Smith I 13 Isaac Watson FR 6 James White FR 55 An drew Wilson, XIII 7 William Young VII 4

Descendants of the following 18 patentees are in the township but not on the original holdings —James Blackwell Benjamin Burchell George Cavanagh Joseph Eades, Christopher Fell, Amos Ferenell Eli Feree James Mitchell, Alex. Murray Thomas Murray Robert Magahey Henry McGee, Roderick O Brian Alexander Rettie George Rumney Richard Stewart, John Taylor James Umphrey

Survivals in Bexley

No farms in Bexley remain in the original hands The following 7 patentees are however represented elsewhere in the township —William Dawson Richard Harrison Lois Johnston James Lytle William Lytle William Moore Donald Murray

Laxton Township Survivals.

The following 24 Laxton patentees are still represented on the original farms —Augustine Angers XI 4 Gideon Bailey III 4 Mary Bailey IV 7 Alexander Boyce XI 12 Peter Burgess IV 11 Edward Butterworth I 4 and II 4 James Campbell VIII 7 Edward Commerford III 13 Edward Elson VII 7 Michael Foley I 13 Frank Hore XI 1 Richard Hoskin XI 11 Elizabeth Martin IX 6 George Martin VIII 4, Jesse Parkin IX 12 G M Perkins XI 4 John Perkins XI 4 Wm Perkins XI 4 Edward Ryan V 6 Henry Southern V 5 and 7 Robert Staples VI 2 Edward Stephens IX 4 Cornelius Sullivan III 14 11 James Wakelin IX 2 Isaac Wicks X 11 Wm Winterburn VII 11

The following 8 patentees are represented on farms other than the original lots —George Adair Jesse Adair George Armstrong John Butterworth John Commerford John Elson, James Gunn Albert Southern Daniel Staples

Survivals in Carden

The following 41 Carden patentees farms are still held by their descendants —Mary Ann Barrett VII 4, Edward Burke IV 2 Patrick Cronin VII 1 John Chrysler IV 14-17 Moses Dack III 12 Thomas Dack, III 13 Robert Dack III 13 Daniel Day I 22, Isaac Day I 22 Joseph Deverill VI 21-22 Charles Duggan X 4 John Finn VI 4 Wm Finn VI 6 George Fox III 16 Wm Holder IX 11, Robert Irwin III 14 Wm Ivery III 14, James Jacob VIII 12, George Jarrett IV 24 Patrick Moran II 7, John Mullaley IX 14 Thomas Mullaley IX 11 John McCrackin VI 23-24 Robt McCrackin VI 24 Francis McElroy V 4 Andrew McNab I 21-22 Jas McNab III 2 Daniel McNamee VIII 4 Luke McNaney IX 4, Pat McNaney IX 4 Michael McNulty V 4 Adam McPeak IV 19 John Scott I 4, Edward Sheehy VI 2 John Teel, IX, 12 Artemus Thompson I 14, Solomon Thompson I 14, John Turner VIII 24 James Wetherup IX

26; Nicholas Whalen, IV 4; John Wilson, IV 32.

Descendants of the following 42 patentees have changed farms within the township:—Wm. Alton, John Barrett, David Burk, Elizabeth Chrysler, Thomas Crawford, Asel Day, Joel Day, John Deverill, John Drury, James Drury, Murty Duggan, David Finn, Michael Finn, Cornelius Foley, Daniel Foley, James Foley, Michael Foley, Alex. Graham, Andrew Graham, Hugh Graham, John Holder, Caleb Martin, Anthony Moran, John Murphy, Michael Murphy, Joseph McCrackin, Charles McDonald, Hector McDonald, Margaret McDonald, Patrick McGee, Colin McNab, John McNaney, James McNulty, John O'Connor, John O'Donell, James O'Neill, John O'Neill, Thomas Preston, Perry Teel, Franklin Thompson, Andrew Wylie, Thomas Wylie.

Digby Township Survivals.

The following 8 patentee farms in Digby remain in the original families:—Daniel Foley, I 34-36; Thos. H. Gostlin, I 10-11; Robert Muir, III 37; Kenneth McDonald, II 30; James McFadyen, IV 27; Patrick McFadyen, IV 26; Francis Reid, III 25-26; James Suter, IV 35-36.

The following 9 patentee names are still represented but on other farms:—John Bailey, Alex. McDonald, Andrew McDonald, Daniel McDonald, John McDonald, Neil McDonald, Edward McFadyen, Richard Peel, Robert Tufts.

Survivals in Dalton Township.

The following 24 Dalton patentees farms are still in the original families:—Christopher Adams, I 17; Thomas Brooks, XIII 28; John Campbell, XI 16-17; John Carter, III 28; Wm. Chryslor, I 11; Wm. Eldridge, VII 24; John Fleming, IV 21; John Gilmore, II 1; Frederick Gregg, VII 25-26; Thomas Hart, IX 26; Thomas Joslin, IX 26; Charles Kett, VIII 24; James Kett, VII 26; William Kett, VII 29; Thomas Morton, VIII 21; Wm. McCutcheon, XIII 17-31; Alex. McFadyen, III 27; Duncan McIntosh, IX 25; George Smith, I 26; Aaron Snider, IV 19; Robert Stein, XI 9-10; Henry Stewart, I 7; Joseph Thompson, III 16-17; Nancy Turner, IV 26-27.

The following 30 patentees are represented on farms other than the original holdings:—Wm. Adams, Thomas Breden, Samuel Comick, Alexander Cathcart, James Cathcart, Thomas Cooper, John Dewelt, Robert Fleming, Edward Gardiner, James Johnson, Alex. Montgomery, George McLeish, John Oxby, Henry Powell, John Reid, George Sandford, Isaac Snider, Robert Young, William Young, Angus Snider

Chapter XVI.

Biographies From Past and Present

Victoria county is as large as ancient Judea and larger than Attica. Remembrance of that fact and of the marvellous achievements of the Jews and Athenians should give us a non-parochial perspective in which to view the modest record of our own race and locality.

There follows below a list of 146 brief biographies representative of the county's citizens during the past century. There are doubtless flagrant errors of omission and judgment. For the former lack of time is responsible, for the latter the author. None of the persons sketched has been approached in any way and the record (based on press and similar sources) therefore lacks the invalidation of cash subscription on which all modern manuals of current biography are based.

The first impression given by the list is that the native-born are few but eminent. Fewer than one fifth have been born in Victoria county but most of that minority have been far more distinguished on the whole than nearly all of those who removed here from elsewhere. In the academic world we have the records of Edward Kylie, Frederick Smale, John F McLaughlin and R J McLaughlin. Dr Alexander Ferguson and Dr Robert Curts reached the very foremost rank in surgery. Pat Burns and Sir William McKenzie have excelled in the world of finance. John Campbell and Samuel Cornell have left their record in scientific husbandry. W A Sherwood was an artist of note. And F P McEvay and Michael Spratt became Roman Catholic Archbishops. Few of the county's foreign-born citizens measure up to these native-born.

The second impression is that these native-born have had to leave their home county in order to secure recognition and distinction. Out of 52 federal and provincial members elected between 1867 and 1917, for example, only 2 (George McHugh and John Carew) were born in Victoria. The professional, industrial and municipal life of Victoria shows a similar dearth of the county born. The county's best individual records have been made abroad. Honor at home is traditionally non-existent.

List of Condensed Biographies

Anderson, John (1830-1902).—Furniture maker. Born in Lanark Co of Scottish parents. Married Jane Rankin. Furniture business first in Oakwood and after 1852 in Lindsay. Reformer.

Baker, Charles Leon (1819-1918).—Merchant. Born in Quebec

Barr, Charles D. (1848).—Born near Brockville, Ont. On staffs of Montreal Gazette and Toronto Globe, 1873, purchased the "Canadian Post," Lindsay. Past President Canadian Press Association. 1891, appointed Registrar of Deeds for Victoria county.

Barron, John Augustus (1850).—Judge of the County court, Perth, Ont. Born Toronto, son of F. W. Barron, M.A., Principal of Upper Canada College, and Eleanor Thompson. Married Elizabeth C C. Dunsford of Lindsay. Two sons, three daughters. Called to the Bar, 1873. Practised in Lindsay. Liberal member for North Victoria in House of Commons, 1887-1892. Q. C., in 1883. Appointed to the bench 1897.

Beall, Thomas (1828-1912).—Merchant. Born in Cornwall, England. Settled in Whitby, Ontario, 1860, opened jewelry business in Oakwood, 1862, transferred to Lindsay. Married Mary Ann Hicks. One son. Prominent in fruit-growing. 1879, won medal for grapes at Dominion Exhibition. Prominent in South Victoria Agricultural Society and Ontario Horticultural Society. Conservative, Anglican.

Bell, Alexander (1800-1900).—Verulam pioneer. Born in Fermanagh. Life-long abstainer and non-smoker. Lived to age of 100. At his death had 142 living descendants.

Rich, George (1820-1891).—Verulam pioneer. Held many municipal offices. In 1886 ran unsuccessfully as Liberal Candidate in East Victoria. Asst fire ranger for 20 years. Four sons, one daughter.

Bigelow, Obadiah (1834-1912).—Miller and merchant. Born in Tecumseh tp. Ont. 1844 brought to Lindsay by his father, Hiram Bigelow. 1857 married Lavina Davidson of Mariposa. One son, one daughter.

Bigelow, Silas (1880-1895).—Merchant. Brother of foregoing and in partnership with him 1854-1877. In 1833 married Lydia Bateman. Two sons, one daughter.

Blackwell, John (1772-1878).—Pioneer. Born in Limerick, Ireland. In 1798 married Miss Leeward of Limerick. Settled in Emily 1825 and moved into Ops 1855. Died aged 106, leaving 141 living descendants. Wesleyan Methodist.

Boyd, Mossom (1815-1883).—Lumberman. Born in India. 1833 settled near Bobcaygeon. Married (1) Caroline Dunsford, who died in 1857 leaving 6 children, and (2) Letitia Cust, who died 1881 leaving two children. Farmed 1833-42. Moved to Bobcaygeon and bought up Thos. Need's mill, which ultimately became a huge enterprise. Active advocate of Trent Canal. Unsuccessful Conservative candidate in election of 1884.

Boyd, William T. C. (1850-1919).—Son of foregoing. Later partner in business. Several times reeve of Bobcaygeon. Three sons (all deceased) and three daughters.

Britton, Charles (1817-1918).—Merchant. Born Port Hope, son of Jeremiah B. Came to Lindsay with father 1827. Two sons, two daughters.

Britton, John Wellington (1814-1885).—Brother of C. B. Took part in California gold rush of 1847. Great hunter.

Broad Thomas (1828-1905).—Born Cornwall England 1846 married Elizabeth Symons Three sons four daughters 1880 came to Canada 17 years on Mariposa township council Many years J P and on county council

Broad, John (1830-1891) —Born in England 1857 settled near Little Britain Tailoring general store postmaster for 27 years

Browne, David (1828-1897).—Born Tyrone Ireland 1844 opened store in Lindsay Member of first town council 1857 Collector of Customs, 1872 97

Burns, Pat (1856).—Multimillionaire rancher and meat magnate Born near Kirkfield 1878 went to Manitoba 1889 founded ranching and meat business at Calgary 1891 married Eileen Ellis of Victoria, B C One son Liberal 1915 honored by the pope by being made Knight Commander of the Order of St George the Great

Burrows, Palmer M D (1841-1908). — Born Ottawa. Married Charlotte Needler One daughter Medical health officer of Lindsay for several years

Cameron William, (1836-1900.) — Born Argyleshire Scotland Brought as boy to Mariposa Held many municipal appointments almost continuously from 1859 to 1900 Home at Woodville after 1883 Seven children Presbyterian Liberal

Campbell John (1847 1914) —Born on Fairview Farm Mariposa. Married daughter of John McKay of Woodville No children International fame as farmer and stock breeder 1884 gold medal for having best farm in Ontario Best sheep breeder on the continent. Swept all exhibitions in U S A. and Canada Independent Liberal Patrons of Industry candidate 1894 Presbyterian elder.

Campbell J. B. (1824-1891) — Pioneer surveyor etc Lived chiefly at Port Perry and Kinmount Unsuccessful Liberal opponent of John Fell in East Victoria

Carew, John (1862).—Lumberman Born Emily township son of John Carew and Jane Wilson 1888 married Margaret Kelly of Red Rock. Three sons five daughters. President John Carew Lumber Co Ltd President Lindsay Central Exhibition Member for South Victoria in Ont Legislature 1914 1919

Chrysler, John (1833-1916) —Farmer Born Pennsylvania 1833. settled in Carden 1861 married Elizabeth Jane Plews of Carden. Four sons two daughters. 25 years on township council Methodist

Connolly, John (1827-1902).—Ops farmer Born near Bailieboro son of Nicholas Connolly of Tipperary Many years reeve of Ops Unsuccessful Liberal candidate for Dominion elections Seven sons nine daughters Roman Catholic

Cooper, Joseph (1826-1910).—Printer and journalist Born in Killala county Mayo Ireland 1847 crossed to U S A. 1856 founded the Omemee Warder 1866 transferred it to Lindsay as the Victoria Warder Sold to Edward Flood 1877 Later in 1883 founded Lindsay Watchman which he sold to George Lytle 1852, married Jane Baird. One son two daughters

Cornell, Samuel (1836-1894)—Insurance agent and scientific apiarist Born in Ops Taught school in Ballyduff, Omemee and Millbrook 1868 settled in Lindsay Conservative Methodist Member Board of Education President Ontario Beekeepers Association Distinguished in apiarian research Important contributions to the technical literature of his day Died suddenly but peacefully while at work among the bees in his garden.

Cornwall Vincent (1851-1918).—Physician Born in Trinidad Forty years a doctor in Omemee Warden of Victoria County

Crandell, George (1828-1904) —Born at Crandell's Corners, now Port Perry, son of Reuben Crandell Life long connection with local navigation Built or owned 8 steamboats and 32 barges For 23 years on town council of Lindsay Founder of summer village at Sturgeon Point Twice married six children

Cruess, John (1827 1897) —Farmer Born Ohio, 1837 came to Mariposa Married Eliza Betts of Pickering Three sons, one daughter Conservative M P P for South Victoria 1883 90 Prominent Granger

Currins, John (1840-1911) — Born Monaghan Ireland, 1857 came to Canada Resided near Islay for 42 years Reformer Presbyterian township councillor school trustee postmaster Three sons, five daughters

Curts, Robert (1871-1916).—Surgeon Son of Rev James Curts of Oakwood Educated Lindsay Collegiate and Toronto University 1899, married Clara Wilson of Sussex, N J Three sons Settled in Paterson, N J, First president of the Surgical Society of New Jersey Fellow and governor of American College of Surgeons, One of the most eminent surgeons of New Jersey Head of great sewage enterprise in the state

Daly Herbert (1880).—Son of late F J Daly of Lindsay In 1918, Vice Pres National Cash Register Co and general manager in Toronto Director of the Home Bank President H J Daly Co Ottawa, (big departmental store) President United Brass and Lead Co Vice-Pres J H Ogilvie Co Montreal First Chairman, Dominion Labor Appeal Board Director of Repatriation and Employment

Davidson Edward (1795-1887) —Army officer and pioneer, Born Armagh Ireland Served in Nova Scotia Fencibles in War of 1812, later in H M 16th Foot 1832 retired and settled in Omemee Ultimately lieut-colonel of local militia battalion Married Elizabeth Strowbridge Twelve children

Dean William Warren (1830-1905).—Judge Born London, Ont 6th son of Rev Horace Dean, pioneer U E L Methodist minister 1852 called to the bar Deputy Minister of Justice for Ontario under Hon Edward Blake 1874, appointed Judge of the County Court of Victoria. Married eldest daughter of Gilbert Bogart of Belleville Two sons two daughters

Dewart, William (1836-1912) —Born Dummer, Oct 1860, opened store in Fenelon Falls. Student of economics whose articles, first published in the Can Illustrated News and later promulgated by the Manufacturers Association played important part in shaping the National Policy of the Conservative party Married Jessie Graham of Smith tp Eleven children 1880, moved to Rochester

Deyell, John (1820-1911)—Ops pioneer son of John Deyell of Cavan Ireland Married Letitia Stinson Six sons one daughter Methodist Conservative

Dobson, Hon John (1842-1907)—Born Fermanagh Ireland, 1861 settled in Lindsay Grocer and liquor merchant 1874 mayor of Lindsay An intense Conservative 1892 appointed to Dominion Senate Anglican Married Catherine Graham of Cavan Ireland

Dormer George (1838-1875)—Born Kingston Ont son of Dr John Dormer, an eminent physician B A. from Laval University at 17 Three years in theology, then turned to law Two years in partnership with Sir John A. Macdonald Kingston Opened practice in Lindsay first as partner of A Lacourse then after 1864 alone 1861 married Sarah Marsh of Port Hope Five children 1871 72 mayor of Lindsay 1872 74 Conservative M P for South Victoria Roman Catholic Died of consumption

Douglas George (1839 1915).—Postmaster Born Peterboro 1844, brought to Manilla, where his father had been made postmaster On his father's death in 1850 he succeeded him first as assistant to his mother and later in full charge J P for many years. General store for 60 years Liberal Post office still in the family, after 77 years

Duffus, William (1835-1892)—Architect. Born in Otonabee tp, of Scotch parents 1857, came to Lindsay A carpenter who qualified as an architect by spare-time study St Joseph's Convent St Andrew's Church St Paul's Church and the Collegiate Institute are his handiwork Roman Catholic Liberal town councillor assessor Eight children

Dundas, John R. (1835-1896)—Merchant Born Drum, Ireland 1847, came to Canada 1864 married Miss Jones of Rochester Six sons four daughters 1865, purchased interest in Needler and Sadler mill Lindsay 1882 87, represented South Victoria in House of Commons President Toronto Savings and Loan Co Vice-President Central Loan Co

Dunsford Hartley (1814-1891).—Born in England son of Rev J H Dunsford 1827, came to Canada. Deputy registrar of United Counties of Peterborough and Victoria 1861 became first registrar of Victoria county Anglican. Four sons five daughters

Dunsford, James W (1814-1883).—Brother of H D Long reeve of Verulam Liberal 1861-67 member for Victoria county in the old parliament of the united Canadas For many years police magistrate of Lindsay

Fairbairn Charles M (1837-1911)—Farmer Born near Lakefield Early moved to Verulam 1879 Warden of Victoria county 1850 96 M P (Con.) for South Victoria Three sons four daughters

Ferguson, Alexander (1853-1911).—Surgeon Born in Eldon tp 1882 married Sarah Jane Thomas of Nassagaweya, Ont Two sons Practised Buffalo, Winnipeg and Chicago Founded Manitoba Medical College Professor of clinical surgery Illinois State University President, Chicago Medical Society, Surgeon-in-chief, Chicago General Hospital. Pronounced by American Journal of Surgery to be "the cleanest and cleverest surgeon on the western continent." Devised many operations known by his name. Awarded Commandership of the Order of Christ of Portugal, the highest honor that that country could bestow on anyone outside of royalty.

Fidler, Joshua (1815-1887).—Physician. Born Sussex, England, 1840, settled in Lindsay. 1852, married Laura Jellett of Cobourg. Eight children. Gaol surgeon for 22 years. 1866-67, Chairman Lindsay Board of Education.

Flavelle, John D. (1850).—Born near Peterboro, son of John Flavelle and Dorothea Dundas. 1873, married Minnie Cooper of Lindsay. Three daughters. 1864, settled in Lindsay and entered into business in Dundas and Flavelle Bros. dry goods firm. 1884, became manager of milling interests of the firm. Has a reputation in two hemispheres for superlative skill in curling. 1911, President Canada Cereal Co., a big milling merger. 1915-21, Chairman of Board of License Commissioners for Ontario. Chairman, Board of Governors Ross Memorial Hospital. Chairman, Lindsay Waterworks Commission.

Flavelle, William M. (1853).—Brother of J. D. F. Settled early in Lindsay. 1886, married Mary Helen Aird. Four sons, two daughters. Pioneer in cold storage business in Canada. President Flavelles Ltd. (cold storage and creamery). President Dundas and Flavelles Ltd. (dry goods business). President Victoria Loan and Savings Co. President Lindsay Cemetery Co. Methodist. Conservative.

Fox, Samuel J. (1854-1911).—Born near Bowmanville, Ont., of English and Scotch descent. 1871, moved to Ops. Worked at printing and in his father's brickyards south of Lindsay, where he ultimately assumed control. 1877, married Rosanna Free. 1898-1911, M. P. P. (Conservative) for South Victoria.

Graham, Alex. C. (1848-1919).—Born near Beaverton, Ont. 1858, brought to Eldon. Married Annie Stephens of Beech Lake. One son, two daughters. Taught school for 21 years chiefly in Victoria county. Clerk of 7th Division Court for 30 years and postmaster at Victoria Road for 20 years. Also a Police Magistrate and Secretary of North Victoria Agricultural Society. Presbyterian.

Graham, Henry (1832-1907).—Merchant. Born Quebec. Lived in Bobcaygeon, Fenelon Falls and (principally) Kinmount. Married Elizabeth Taylor of Bobcaygeon. Six children. General store at Kinmount. Commissioner and Justice of the Peace for over 25 years. Liberal. Prominent Baptist.

Graham, John (1807-1880).—Born Westport, Mayo, Ireland. 1830, settled in Ops, first on Lot 18, Con. 1, later on Lot 12, Con. 11. Colonel in the militia. Methodist and one of the first board of trustees of Lindsay church.

Greener, James (1813-1897).—Methodist minister. Born in North of England. Pastor main Lindsay Methodist church, 1857, 1867-69. Founded East Ward Methodist Church, 1878.

Gregory, Edmund (1830-1902).—Born in South of England, 1831, settled in Millbrook Ont 1857 came to Lindsay with John Knowlson and founded drug store Methodist Liberal Five sons one daughter.

Hale, George (1846-1916).—Journalist. Born in Omemee 1870 together with his brother W M Hale founded the Orillia Packet Prohibitionist Anglican Conservative 1874 married Marion Gow Two sons two daughters.

Harstone, J. C. (1853-1911).—Educationist B A and honor graduate Toronto University Principal of Lindsay Collegiate Institute 1883-1908 A noble and lovable character and an inspiration to his whole student constituency Secretary of Lindsay Curling Club for many years

Head, John (1843-1895).—Born Stowmarket Eng Elder of Lindsay Presbyterian Church Secretary of Tract Society and of Central Charity Committee. President Lindsay Teachers Association President Horticultural Society Member town council

Heaslip, Nelson (1841 1896).—Healey pioneer coming from Niagara district Presbyterian Conservative Warden of Victoria county 1882 and 1888

Herriman, Weston Leroy (1831-1908).—Physician Born in 18 at Haldimand Ont Prizeman of first graduating class in medicine at Queen's University 1855 Served in American Civil War and practised at Orono Port Hope and Lindsay Authority on scientific agriculture First secretary Children's Aid Society

Horn, Andrew (1850-1892).—Born Otton Scotland son of Alex Horn 1858 came with parents to Mariposa With father in woollen mill enterprise Director Mariposa Agr Soc and Lindsay Central Ex

Hudspeth Adam, Q.C. (1836-1890).—Lawyer Born Cobourg M P (Conservative) for South Victoria 1887 88

Hughes, Josiah Charles (1843-1886).—Born Omemee 1862 went to British Columbia 1871 member of first legislature of B C 1878 appointed by Dominion Govt as Indian Agent for the northwest coast

Hughes, Lt.-Gen. Sir Samuel, M P (1853-1921).—Born Darlington tp Durham co son of John Hughes and Caroline Laughlin Twice married (1) to Caroline Preston (deceased) and (2) in 1875 to Mary eldest daughter of H W Burk ex M P for West Durham One son two daughters Teacher of English and History Toronto Collegiate Institute till 1885 when he bought the Lindsay Warder which he edited till 1897 1872 champion of America in mile race in running 1897 Lieut-colonel commanding 45th Regiment Served with Imperial forces in South African War 1892 1904 M P (Conservative) for North Victoria Since 1904 M P for Victoria and Haliburton Prominent Orangeman 1911 16 Minister of Militia and Defence in Conservative Cabinet Foresaw the Great War and forced some measures of preparation on an unbelieving country Responsible for the astounding rapidity with which early contingents were mobilized Lieut-General 1916

Hunter, John (1825-1892).—Born Dumfriesshire Scotland 1848 came to Canada Owned grist mill and sawmill at Kinmount. Post master and J P there for many years Several times reeve of Somerville

Ingle, George (1837-1913) —Builder and lumber merchant. Born at Port Hope. 1853 settled in Lindsay Planing mill 1872-1913 Married Miss Matthews, of Millbrook Mayor of Lindsay 1891-92

Jordan, William (1826-1906) — Born Cavan, Ireland 1834 brought to Canada and settled on shore of Sturgeon Lake Member of first councils of Fenelon tp. and of Fenelon Falls

Junkin, John (1820-1904) —Born at Kest Ireland At 18, married a wife of same age and sailed for Canada the following year, with wife and baby girl Settled in Verulam Seven boys five girls Liberal Methodist.

Kains, Thomas (1850-1901) —Civil engineer Surveyed line of Victoria Railway In partnership with Hogg issued first complete map of Victoria County Went west in eighties and became Surveyor-General of British Columbia

Keenan, Thomas (1812-1868) —Merchant Born Tyrone Ireland Came to Lindsay about 1840 and opened general store After fire of 1861 built several fine brick blocks on Kent Street Extensive land-owner One of Lindsay's first magistrates An uncompromising teetotaler Liberal, Roman Catholic. Thrice married Father of 21 children

Kempt, George (1822-1885).—Born Cromarty Scotland In business at Keene, Belleville, Kingston and Newcastle 1853 settled in Lindsay General store, lumbering milling, grain buying 1867 M P (Liberal) for South Victoria. Sat for 5 years, but refused renomination 1872 appointed sheriff of Victoria county

Kennedy, John (1835-1908).—Born Tipperary 1857 opened store in Lindsay For 34 years treasurer of Ops. Five sons, two daughters

Kennedy, William (1838-1921).—Born Shercock, Cavan Ireland. Came to Canada as a boy and spent most of his life in Bobcaygeon In government service for half a century and Superintendent of Public Works for Ontario for 17 years Anglican Two sons three daughters

Kirkconnell, Thomas Allison (1862) —Educationist. Born Prescott county, Ont of Scotch Canadian parentage. 1893 B A degree from Queen's University in Mathematics and Science 1879-1884 taught at Port Elgin Vankleek Hill Madoc and Port Hope 1885-1908 principal Port Hope High School Since 1908 principal Lindsay Collegiate Institute. 1906-08 member Advisory Council of Education for Ontario 1918 honored with LL D by Toronto University Baptist. 1889 married Bertha Watson of Port Hope Four sons, Walter, Watson, John and Herbert and one daughter, Helen

Kirkconnell Walter (1893-1918) —Eldest son of T A K. In 1913-14 student in law at Osgoode Hall Captain 45th Regt. and 14th Batto C E F Member of First Canadian Contingent, August 1914 Killed in action battle of Amiens August 8 1918

Knight, James Henry (1831-1910).—Teacher and Inspector

Born at Cowes, Isle of Wight. Taught at Dunsford and Millbrook. 1871 appointed Public School Inspector for East Victoria. Held appointment over 39 years. Treasurer Upper Canada Bible Society. Head of C of E Temperance Society. President Children's Aid Society. Anglican. Organist, choir-leader, and hymn writer. Four of his hymns in the Anglican Hymnal. Married Margaret Jane Noble of Sunderland. Two sons, one daughter.

Knowlson, Christopher (1804-1880).—Pioneer. As young man settled in Omemee. Conservative. Anglican. Lieut.-colonel in militia. Held many municipal appointments.

Knowlson, John (1803-1886).—Merchant. Born in Yorkshire, England. 1817 settled in Cavan tp., Ont. Thrice married. 1830 appointed first postmaster at Cavan and held position till 1856, when he moved to Lindsay. 1840 an active temperance worker. 1852 retired from militia with rank of major. 1856 one of founders of the Lindsay Land Co., which placed the Purdy Tract on the market. Opened drug store in partnership with Edmund Gregory. Soon withdrew, and went into the building business. Chiefly instrumental in organizing first horticultural society in Lindsay. Developed grape culture at Sturgeon Point.

Kylie, Edward J. (1881-1916).—Scholar, professor, imperialist, publicist, author. Born in Lindsay, son of Richard Kylie. Educated Lindsay Separate School, Lindsay Collegiate Institute, Toronto University and Oxford University. On matriculation from L. C. I. secured first class honors in Classics and English and History and Mary Mulock scholarship in Classics. On graduation from Toronto University won the gold medals in Classics and in General Proficiency and the Flavelle Travelling Scholarship of $750 per year for two years at Oxford. After a very distinguished course at Balliol College, Oxford, returned to Canada as lecturer and later Associate Professor of Modern History at Toronto University. Prominent imperialist, and Canadian secretary of the Round Table groups. Interested in town planning and associated with the Toronto Housing Company. Author of "Life and Letters of Boniface" and a contributor to Shortt and Doughty's "Canada and Its Provinces." During the Great War became Captain and Adjutant 147th Battalion C.E.F. Died of typhoid and pneumonia, 1916. Roman Catholic.

Laidlaw, George (1828-1889).—Born in Highlands of Scotland. Went to sea and visited Australia, Canada, etc. Grain buyer in Toronto. Leading promoter of Toronto, Grey and Bruce, Credit Valley, Victoria and other railways, thus tending to focus the trade of the province in Toronto. 1871 bought a ranch in Bexley, on Balsam Lake, to which he retired in 1881. Four sons, three daughters. At his death the Toronto press referred to him thus: "One of the strangest characters of his day. One of the epoch making men in the commercial growth of Canada. No man of his generation did as much for the material progress of Toronto as he. He came out of his railway enterprises a poor man."

Langton, John (1808-1894).—Born in Lancashire, England. M. A.

of Cambridge University. 1833, settled in Fenelon tp. M. P. first for the United Counties and later for Peterborough. 1856-1873, Auditor-General of Canada. 1856, laid corner-stone of present University of Toronto building. At Confederation, organized a system of public accounts for the Dominion. 1878, superannuated.

Leonard, James W. (1858-1919).—Born Epsom, Ont. 1873-77, Midland Railway agent at Lindsay. 1877-78, agent of Victoria Ry., Lindsay. 1878-80, asst. manager of Victoria Ry. Later with C. P. R. 1902-08, Asst. Gen. Manager, Eastern Lines, 1908-12, General Manager, Eastern Lines, 1911-17, Assistant Vice-President, C.P.R.

Lownsbrough, William (1838-1910).—Born Unionville, Ont. Many years farmer in Mariposa. Member township council for 27 years. Twice unsuccessful Liberal candidate in South Victoria. Customs officer at Lindsay. 15 years. Methodist. Three sons, three daughters.

Lynch, William V. (1855-1897).—Physician. Born Belleville, Ont. Married Agnes McGuirk of Barrie. One son. Educated St. Basil's College and Trinity College. 1880, began practice in Lindsay. Medical Health Officer. Organized local branch C.M.B.A.

Lytle, Herbert John (1850).—Born Mariposa. 1878, self taught graduate in Pharmacy. Merchant in Cameron and Cambray. Member Mugg & Lytle grain firm 1877-98. Clerk and treasurer of Fenelon Tp. Past Manager Lindsay branch Ontario Bank and Bank of Montreal. Auditor of Lindsay. Has published manual of municipal rate-tables.

Mugwood, John (1848-1901).—Born Cavan tp. 1864, settled in Eldon. In business at Victoria Road. 1885, managing director, Victoria Loan and Savings Co., Lindsay. Justice of the Peace. Methodist. Conservative. Married Mary Staples of Eldon. Four children.

Makins, John (1833-1917).—Born Kingston, Ont. 1852, first graduate apprentice of Kingston Locomotive Works. 1857, came to Lindsay and established foundry. Sold out 1888 to John McCrae.

Mann, Sir Donald (1850).—Born Acton, Ont. Foreman of lumber company at Fenelon Falls 1880, became contractor in C. P. R. 1888, firm of McKenzie, Mann & Co. established, which ultimately built up the Canadian Northern Railway system.

Matchett, Thomas (1826-1900).—Born Cavan tp. 1848, began drug business in Omemee. 1850, married Letitia Jane Hughes. Two sons, two daughters. Treasurer of Emily. 1867, elected by acclamation M.P.P. for South Victoria and supported Sandfield Macdonald. 1875, appointed county clerk and treasurer of Victoria.

Matthews, George (1834-1914).—Born Birmingham, Eng. 1851, came to Canada and farmed in Peterborough county. 1858, married Ann Smithson. Six sons, four daughters. 1868, settled in Lindsay, where after a time he founded a pork packing business, later "The George Matthews Co. Ltd." with headquarters at Peterboro and plants at Hull, Peterboro and Brantford. Took great interest in Baptist denominational work.

Matthews, George Sands (1867).—Son of G. M. Born in Lindsay. 1895, married Frances Ratcliff. Three sons, one daughter. Director of

Matthews-Blackwell, Ltd Vice Pres. Brantford Roofing Co Treasurer Niagara Silk Co. Vice-Pres. Brantford Industrial Realty Co 1911 President Brantford Board of Trade Baptist Conservative.

Maunder, Joseph (1842-1918).—Born Darlington tp Brought early to Manilla. Business at Glandine carriage factory at Little Britain lumber business and flour mill at Lindsay Two sons Methodist.

Middleton, T A (1837-1900).—Born Fermanagh, 1842 brought to Canada Taught school Grocery and greenhouse Lindsay District agent, Mutual Life Assurance Co

Morison, John (1818-1873).—Born Greenock Scotland 1846, settled as merchant in Woodville Postmaster, township treasurer, reeve of Eldon 1867 Liberal M P for North Victoria in first parliament of federated Canada

McDonnell, William (1814-1900).—Born Cork Ireland 1830 brought to Peterboro Studied at Law School of Pennsylvania Settled in Lindsay in forties and founded a tannery and later a store 1852 supervised first census of Victoria county J P for Ops 1857 in Customs Office, Lindsay Lt Col in militia. Composed both libretto and music for the 3 act opera "The Fisherman's Daughter" put on at the Princess Theatre Toronto Wrote novels of a rationalistic character, "A Man From Mars" "The Heathens of the Heath," and "Exeter Hall" whose sale ran into the hundreds of thousands. Published two long narrative poems "Manita" and "Cleopa"

McEvay, Fergus Patrick (1852-1911).—Roman Catholic archbishop Born Downeyville Victoria co Educated Lindsay Separate School, St. Michael's College, Toronto University and Grand Seminary Montreal, 1887 Rector St Peter's Cathedral Peterboro 1899 Bishop of London Ont. 1908 Archbishop of Toronto

McHugh, Hon. George (1845).—Born Ops son of Patrick McHugh, Sr. and Ann Walker Married Margaret O'Neill of Peterboro Two sons, one daughter Past President Reform Association of South and West Victoria. 1896-1900 M.P. (Liberal) for South Victoria. 1901, appointed to Senate of Canada Roman Catholic

McHugh, John (1842-1897).—Brother of G McH Married Margaret Feeley Two sons, one daughter 1867, went to Iowa Founded Cresco Union Savings Bank President Iowa Stock Breeders Association and director National Live Stock Association of America Outstanding orator and active politician, 1892, appointed National Bank Examiner 1893 President Iowa Deposit and Loan Co. Roman Catholic

McHugh, Patrick (1818-1866).—Born Ireland son of Roger McHugh a veteran of Waterloo 1832 the family settled in Ops 1842 married Ann Walker of Ops Seven sons six daughters. Represented Ops for several successive years on Council of United Counties of Peterboro and Victoria 1863 first warden of independent county of Victoria

McHugh, Patrick (1846-1902).—Son of foregoing Born in Ops 1862 worked on Great Lakes 1884 elected to territorial legislature of Minnesota First county commissioner of Cavalier county, Minn.

Member of constitutional convention. Registrar of deeds. Postmaster at Langdon, Minn. Large real estate and industrial holdings.

McIntyre, Duncan John (1841-1930).—Judge. Born Tyrone, Scotland. Twice married. One son, two daughters. 1847, brought to Canada. Educated in Mariposa schools and Toronto Normal. Taught 3 years. 1871, called to the bar and began practice in Lindsay. 1883-86, M.P.P. (Liberal) for South Victoria 1880 Q.C. 1882. Police Magistrate of Lindsay. 1898: Junior Judge of Ontario county.

McKenzie, Sir William (1849).—Born Kirkfield, Ont. Married Margaret Merry of Kirkfield. Two sons, six daughters. Educated P. S. and Lindsay Grammar School. Taught school, kept store, and contracted on G.T.R. 1880, went west and contracted on C.P.R., doing much work in the Rocky Mts. 1886, joined Donald Mann in founding McKenzie, Mann & Co. Developed Canadian Northern Railway system. President Toronto Street Railway. President Winnipeg Electric Railway. President Sao Paulo and Rio de Janeiro Tramway Light and Power companies. Director of many other companies

McKibbin, James (1808-1888).—Born Belfast Ireland 1830, came to Canada 1853 became manager Bank of Upper Canada in Lindsay 1863 became division court clerk and crown lands agent, Lindsay 1869 county auditor 1876 one of first board of license commissioners

McLauchlin, W. H. (1824-1904).—Born Glengarry co. Came to Mariposa in early forties 1850 married Philadelphia Pearsee 1855 bought out tanning and shoemaking business of his brother A. A. McLauchlin at 'The Creek,' Oakwood. Ran mails for 24 years. Liberal Methodist Prohibitionist

McLaughlin John F. (1864).—Son of John McLaughlin of Cameron Fenelon tp 1889 gold medallist in philosophy at Victoria University Toronto 1891 lecturer in biology 1892 gold medallist in divinity 1892-94 post-graduate course at Oxford and Leipsic 1894 appointed professor of oriental languages Victoria University. At present Dean of the Faculty of Theology and Professor of Old Testament Literature and Exegesis, Victoria University.

McLaughlin R. J. K.C. (1860).—Brother of foregoing. Taught school in Laxton and Mariposa. Studied law. Honor graduate and gold medallist of Law Society of Upper Canada. Took the most brilliant course ever recorded at Osgoode Hall. Medallist with maximum marks on record in each of the three years of his attendance. Unsuccessful Liberal candidate in North Victoria in federal election of 1885. Practised in Lindsay till 1905, when he removed to Toronto. K. C. and corporation lawyer. Senior member in law firms of McLaughlin, Fulton, Sisson and Anderson (in Lindsay) and McLaughlin, Johnston, Moorehead and Macauley (in Toronto)

McLennan, John (1830-1916).—Born Glengarry county son of Roderick McLennan 1855 graduated in Arts from Queen's University 1861 founded hardware business in Lindsay 1862 married Helen Scott of Martintown, Ont. Five sons one daughter. Sheriff of Victoria co. 1885-1914 Presbyterian elder

McNeillie, James Richardson (1848). — Born Dumfriesshire, Scotland, son of James R. McNeillie (a school teacher) and Rachel Kerr. 1853 brought to Canada. 1861-72 in Omemee associated in drug business and municipal work with Thos. Mitchell. 1872-75 in business dept. of Montreal Telegraph Co., Toronto. 1875-1900 Assistant Clerk and Treasurer, Victoria co. Since 1900 Clerk and Treasurer. A governor and sec'y-treas. of Ross Memorial Hospital. Chairman Lindsay Board of Education 1891 and 1909. President Canadian Conference of Charities and Correction. Conservative. Presbyterian. Married (1) 1872 to Esther Thornton (deceased) of Emily, and (2) 1882 to Loretta Gardiner of Morpeth. Three sons, one daughter.

McNeillie, James Kerr (1874). — Son of J. R. McN. Educated at Lindsay and after 1891 in practical service with the G.T.R. and C.P.R. 1915 made General Superintendent Canadian Government Railways. Since 1919 Superintendent of the Susquehanna Division, Delaware and Hudson Railway.

McNeillie, Ralph Gardiner (1883). — Son of J. R. McN. Born Lindsay. Assistant General Passenger Agent C.P.R. Winnipeg.

McPherson, Donald (1747-1857). — Born Isle of Skye, Scotland. Sailor on man-of-war under Admiral Howe. 1821 came to Canada. Pensioner settler on Lot [illegible] Con. IX, Ops. Never ill in his life. Died of old age at 110.

McRae, Duncan (1823-1879). — Pioneer in North Eldon. 1872 elected Conservative M.P.P. for North Victoria. Large lumbering business at Bolsover.

McTavish, Rev. Dr. John (1818-1897). — Presbyterian minister. Laboured 1854-74 in Eldon, Fenelon, Carden, Thorah and Mara. Remarkable for fearlessness, physical strength and intellect.

Norris, G. A. (1824-1886). — Physician. Born Kingston, Ont., son of Rev. J. A. Norris, a Methodist minister. Studied at Victoria Univ. and in London (Eng.) and Paris (France). The first Canadian to pass the Royal College of Physicians. Settled in Omemee. Reeve for many years. Conservative. Methodist. Twice married. Five children.

O'Leary, Jeremiah (1802-1894). — Born Cork co., Ireland. 1830 came to Canada. Taught school in Clarke tp. 1836 married Sarah Loughlin. Eleven children. 1850 removed to Lindsay. Clerk of Ops 1850-92.

Ray, Angus (1806-1884). — Born Islay, Scotland. Migrated first to North Carolina and then to Eldon, settling near Lorneville about 1832. School-teacher, postmaster, township clerk, farmer. Presbyterian.

Read, John L. (1830-1918). — Founded store in Bobcaygeon 1858. Several times reeve. Thrice married. Two sons. Conservative. Presbyterian.

Reazin, Henry (1831-1902). — Born in Pickering tp. Educated Toronto Normal and Toronto Univ. Taught at Whitby, Manilla and Lindsay. 1870-1902 Inspector of Public Schools for West Victoria. Twice married. Seven children. Quaker. Conservative.

Reazin, Samuel (1829-1907). — Brother of H. R. 1850 married

Eliza Mills Two sons three daughters Settled in Fenelon Several times reeve Justice of the Peace Lumber and grain business For 20 years foreman of the Sylvester Works, Lindsay

Russell William (1831-1893.)—Born Kilkenny Ireland. Treasurer of Ops Twice warden of Victoria Married Caroline Dickinson of Emily Conservative Unsuccessful opponent of Hon S. C Wood in South Victoria in 1879

Seton, Ernest Thompson (1860).—Born South Shields, Eng 1866 brought to Ops township Attended log public school at Farrell's Corners (east of Lindsay) and the Lindsay Grammar School Later became naturalist to the Manitoba government 1892 published Wild Animals I Have Known A score of subsequent publications on natural history Associate member R C A A

Sherwood, William Albert (1855-1919).—Born Omemee. Educated local Grammar School Became prominent Canadian artist Many Canadian genre pictures and many portraits Lectures and magazine articles Associate Royal Canadian Academy Member Ontario Society of Artists

Silverwood, Albert E (1876).—Born Oakwood Educ Oakwood P S. and Lindsay C I 1901 married Eva M Ferris of Lindsay One son one daughter President and Managing Director of Silverwoods Ltd London Ont. dealers in cold storage products and mfrs of ice cream and butter

Smale, Frederick J. (1871-1908)—Scientist business man Born in Ops son of Isaac Smale Educ Lindsay Collegiate Institute and Toronto University 1892 while in final year at Varsity won 1851 scholarship with thesis on Phosphides 1895 degree of Ph. D from Leipsic University Germany after three years of post-graduate study Appointed lecturer in chemistry at Toronto University 1906 entered Wm Davies Co Toronto where he became Assistant General Manager

Smale, Newton (1868).—Brother of F J S Liberal Unsuccessful opponent of S J Fox in provincial election of 1902 Assistant Manager Victoria Loan and Savings Co

Spratt, Michael J (1854)—Roman Catholic Archbishop Born in Lindsay Educ Lindsay Sep School St Michael's College and Grand Seminary Montreal Priest at Toledo Elgin Trenton and Belleville 1911 made Archbishop of Kingston

Stafford, Rev Michael (1832-1882)—Roman Catholic priest and apostle of temperance Born Drummond tp Educ Theresa College, Montreal and Regiopolis College Kingston. 1858 ordained priest 1868-1882 resident priest at Lindsay His ceaseless fight against the universal drunkenness which debauched and impoverished the countryside is due more credit than any other single factor for the present prosperity of the county

Staples, Daniel (1837-1885)—Born Cornwall Eng. 1858 came to Canada 1863 settled in Laxton tp Township clerk for 18 years.

Staples, Joseph (1826-1878). Born Cavan tp. 1862 settled in Bexley Reeve from the very first Warden of Victoria for 2 periods of 3 successive years (1866 68 and 1870 72) 1867 unsuccessful Con servative opponent of A P Cockburn in Ont. election 1872 defeated John Morrison, late member in the Dominion election Did not run again in 1874 Married Miss Peel of Bexley Died of consumption

Stewart, Thomas (1856-1918).—Lawyer Born Ormstown P Q 1859, brought to Lindsay 1877 admitted to the bar and began practice in Lindsay Married Lillias Greig of Oshawa. Two sons, one daughter Liberal in 1905 and 1908 unsuccessful opponent of S J Fox in provincial elections Presbyterian elder Over 35 years a member of Lindsay Board of Education and Chairman of Board 1900-1912

Sylvester, Robert H (1847-1914).—Born [illegible] Oct 1873 married Miss M J Clemens of Darlington tp. One son, three daughters. In early eighties began large factory of agricultural implements in Lindsay in partnership with his brother Richard. Took part in Fenian Raid campaign. 1866 1902-12, Lieut colonel in command of 45th Regiment. Conservative Anglican

Twomey, Jeremiah (1820-1895).—Born Cork co, Ireland 1858 established blacksmithing business in Fenelon Falls Large real estate holdings. 1855, married eldest daughter of P Power Eleven children

Vrooman, Adam Edward (1847).—Born Brock tp son of James Vrooman and Rhoda Johnston Educated Lindsay Grammar School and Trinity University Degree of M D Practised as physician in Little Britain and Lindsay 1873 married Mary daughter of R F Whiteside of Little Britain One son, one daughter 1904 elected Conservative M P for South Victoria 1911-15, M P P for West Victoria Methodist. Conservative

Walker, David (1838-1906).—Born in Ops son of John Walker and Catherine McDonough 1858, married Mary O Connell Four sons. Reeve of Ops 1874-1887

Walker, Frank (1840-1889).—Brother of D W Lawyer Ten years at Regiopolis College, Kingston in classics philosophy, and literature 1865, settled in Dubuque Iowa Married Nellie Leyden of Dubuque. Three sons six daughters 1873 partner in firm of Walker & Rhomberg Law, loans real estate Many large enterprises. Died at Capri Italy.

Walker, John (1796-1880).—Born Tyrone, Ireland 1817, married Catherine McDonough May 1831 came to Canada and settled on Lot 15 Con VII, Ops. At his death his descendants numbered 137

Wallis, James (1810-1898) —Born Glasgow Scotland 1832 came to Canada Built up big lumbering business at Fenelon Falls and so helped to found the village Built and owned steamer 'Ogemah Later retired to Peterboro

Walters, Thomas (1836-1904).—Born Blackdown, Devonshire Eng 1853, brought to Portsmouth Ont. Served apprenticeship in local shipyard and became master ship-builder 1865 settled in Lindsay Built steamers "Champion," "Commodore," "Victoria," "Nipissing," etc Many dredging operations and other contracting for Dominion Govt. 1886 appointed Superintendent of Public Works for Ontario

1887-88 mayor of Lindsay Twice married Seven children

Weldon, Jesse (1810-1891).—Born near Ottawa of English parentage 1834 settled on Lot 19 Con X Mariposa. First president of first temperance society in Mariposa Methodist Liberal.

Whiteside, Jacob L. (1837-1886).—Born near Holland Landing, Ont 1842 brought to Mariposa 1871 married Harriet Grace Power and moved to Toronto to study law 1876 became barrister 1879 took degree of Bachelor of Laws 1880 appointed stipendiary magistrate in Haliburton county

Whiteside, William N (1840-1888).—Physician Brother of J L. W and 3rd son of R F. Whiteside 1863 graduated with honors from Toronto Medical College Served as army surgeon with northern U S army in Virginia Finally settled at Beeton, Ont 1874 married Joanna Prior of Mariposa Two children

Wilkinson, Joseph (1817-1891).—Born Northumberland Eng 1852 carriage maker at Lindsay 1855 settled on site of Cambrey and founded saw and shingle mill Married Sarah Jarvis. Three children

Wood, Hon Samuel Casey (1830-1913).—Born Bath Ont. Taught school Then kept store at Taylor's Corners Oakwood and Port Hoover First clerk and treasurer of Victoria county 1861 Liberal 1871 elected M P P for South Victoria 1875 entered Mowat Cabinet Successively Provincial Secretary and Registrar Commissioner of Agriculture and Provincial Treasurer 1883 left legislature to become manager of Freehold Loan and Savings Co Toronto Later director of many other corporations 1854 married Marie Parkinson, of Mariposa Three sons, two daughters

Workman, Hugh (1832-1895).—Born near Mt Pleasant 1856 married Margaret Henderson Two sons five daughters Came to Lindsay and secured mail contracts. Large livery business 1889 large mills at Minden

Wylie, Thomas (1841-1915).—Physician. Bred in Mariposa. 1866 graduated as M D Practised in Manilla Duntroon Stayner and Toronto Twice Conservative M P P for West Simcoe

Chapter XVII.

Problems in Development

The development of Victoria county is a striking phenomenon. Those whose imaginations have kindled at descriptions of migrations of the human swarm through the gloomy forests of Northern Europe should find even greater fascination in the invasion one hundred years ago by the same North European races of the forbidding forests of a new continent.

The wooded wilderness which their toil has hewn into the modern county of Victoria was more than half as large as the modern province of Prince Edward Island. Shallow contours imperfectly drained impeded travel and menaced farm development even after the forest had been slashed and burned away. An endemic plague known then as "fever and ague" but now identified as a form of malaria propagated by the mosquito host and by it alone killed off more than one third of the population and prostrated most of the remainder for a time.

Nor were these natural enemies the only obstacles to settlement. The rectangular survey system now universally condemned platted roads over almost impossible courses up rocky escarpments and across marshes, isolated farmers from one another in a way now known to have been quite unnecessary, often set up farms containing only a miserable fragment of tillable land and almost doubled the road lengths and distances between villages. Worse still it helped to promote speculation, and the absentee speculating landowner was almost the worst human enemy of the genuine settler. The worst enemy was the tavern keeper who plied his vampire trade at every cross-roads and sucked out the economic and moral life-blood from the community. Near one village in Eldon, for instance, almost every farm up the whole concession passed from the hands of bankrupt families despoiled and debauched by the village tavern.

In spite of all these foes, however, the pioneer race succeeded through sheer dogged toil in establishing a civilization in South Victoria. Roads gradually improved, railways were built to provide access to outside markets, drainage reclaimed great areas of swamps, speculators' unimproved holdings were bought and cultivated, and prohibition slowly came to save the county's manhood from demoralizing exploitation.

In North Victoria an equal if not greater expenditure of human effort was made but the land was not suited for agriculture. The heroic but misguided attempt to establish farms in the face of nature's refusal resulted in despair, the emigration of the enterprising,

and the penury and frequent degeneration of the remnant who could not or would not leave the region.

Attendant on the rural development of the county came the growth of villages, chiefly from the germ of a mill-site and mill as in the cases of Omemee, Lindsay, Bobcaygeon, Fenelon Falls, Little Britain, Kinmount and Coboconk. Industries such as lumbering, gristing, tanning and wool-working which were based on the natural products of the countryside fed the village growth. Where railroads focused the streams of raw material, as at Lindsay, industrial development soon created a town. Fenelon Falls and Bobcaygeon, being even closer to the timber resources of the north, once excelled in lumbering but have dwindled with the disappearance of these resources.

The passing of the forests and the change from cereal farming to mixed farming have affected town and village industries all over the county. In Lindsay, for instance, lumbering has only a shadow of its former importance and gristing is almost a lost art. The cause of the latter decline is not far to seek. In 1884 Lindsay exported 700,000 bushels of wheat and 800,000 bushels of other cereals; by 1900 over 90% of the wheat used in the county was imported and county mixed grains were insufficient for local chopping. A new system of mixed farming was feeding the grain to the stock and making profit out of the animals.

The result of these changes in the fundamental products of the county has been a rapid decrease in the size of all the villages and a slackening (though not a cessation) in the growth of Lindsay. The rural population has also diminished strikingly. From 1881 to 1921 the county apart from Lindsay dropped from 25,133 to 18,810, a loss of 6,323 or more than 25%. The assessment rolls for 1926 show that a county population of 26,690 (including Lindsay) comprised 7,780 in the town, 2,648 in the four incorporated villages, about 2,872 in nineteen unincorporated villages and hamlets (or 13,300 in all town and village communities) and 13,390 in the open country.

Economic and social maladjustments are obvious in the situation. No scientific attempt has been made to put each part of the county to its best use. Everywhere the attempt has rather been to impose indiscriminate agriculture on reluctant land. Where man has conquered, the result has been a farm. Where nature has conquered, the result is North Victoria desolation. Further, no scientific attempts have been made to adapt town industries to changed economic conditions. The county's chief present output—its stock—passes out to larger centres without any active relationship whatever to local industry. Nor has any effort been made to correlate a scientific development of the county's resources with an industrial utilization of these resources.

Socially, a lack of community organization has left the majority of rural citizens housed in discomfort, lacking in hygiene, and isolated socially and intellectually from their fellows (as compared with dwellers in the town.)

Essentials of Modern Civilization.

In any plan for reconstruction and human betterment, nothing is lost by a preliminary statement of ideals. Professor Flinders Petrie has claimed that the three essentials of civilization are (1) justice (2) security or the permanence of justice and (3) toleration. Based on these minimum fundamentals of the nation we may, however, seek to set up the following necessary possessions of the individual if our civilization is to be wholly sound —(1) economic sufficiency, (2) health, (3) social intercourse (4) education and (5) recreation.

The only true wealth is human life. The accumulation of wealth for its own sake or for the sake of unnecessary indulgences is only vicious if human beings are thereby denied the right to normal development outlined in these five points. The aim of a nation's development if it is a true nation and not merely a vast multiplying swarm of human animals is to secure equality of opportunity for all of its citizens to enjoy the results of human labor. For this, the individual requires little wealth but there is a minimum below which distress becomes acute and not only the amenities but the very necessities of life a matter of struggle. Economic sufficiency is therefore the first essential. Prosperity is useless without health and health needs the aid of recreation. Finally man would be but brutish without education and social intercourse to fit him for a place in modern life.

These essentials are still far from being met. With the collapse of wartime prices the farmer's income is far from being an adequate return for his work. The average farmer's net income in the United States is $640 per annum of which $323 represents interest at 5% on capital invested and $318 the wage for his year's hard labor. This estimate does not include the value of home rental or the value of farm products used in the home. Figures are not available for a town like Lindsay but private knowledge could quote many instances of individual hardship. The further development of the community depends so much on its prosperity and consequent ability to pay, through taxation, for the amelioration of communal life, that all plans for reconstruction must begin with a basic study of county economics.

Knowledge Needed, Then Planning

A thoroughgoing survey of the county is needed to provide this basis of accurate knowledge on which to build a scientifically and economically sound county. Experts should be hired to record the nature of the soil on all land occupied or unoccupied. Their report should mention the crops—grains, roots, stock, hardwood forests, softwood forests, etc.—for which each tract is best suited. They should also note any outstanding problems of rural life and development. And finally they should make an assessment of the actual revenue producing capacity of every parcel of land.

Given this definite information the county council could then proceed to lay plans for future development. The aim should be altimately to adjust each part of the county to the use for which it is best suited and from which the best permanent (though not necessarily the best temporary) profit will come. It is folly to kick against the pricks and to strive to put land to wrong and inferior uses. Nature will make a final adjustment in the long run, perhaps cruelly, as by the present withering away of the North Victorian population, and it would be the part of wisdom to fight with her rather than against her.

In the seven townships of North Victoria there are over 200 square miles of waste land available for reforestation. The Counties Reforestation Act 1911 (1 Geo. V c. 74) gives county councils the power to acquire, plant and manage forest reserve lands. The only limitation is that debentures owing for the purchase of such land must not exceed $25,000 at any one time.

The economic desirability of county reforestation is overwhelming. Most of the timber of the north country is gone. Most of the lumbering businesses of the county have been starved out of existence. Trees are the only crop that the country can grow. Their provision and supervision would allow certain industries to work on in perpetuity. A poplar reserve, for instance, worked in a ten year cycle would guarantee virtual immortality to a book print pulp-mill. Other trees could be worked on much longer cycles for wood turning and furniture-making.

Such plans would, however, be a waste of public funds unless an efficient system of fire-prevention were set up. Millions of dollars worth of timber have been burned away in this county in the past and every reserve would be sure to go sooner or later unless precautions were taken. Fire wardens are perhaps too expensive for individual private lumber firms but the county, or better still Victoria, Ontario, Peterborough and Haliburton counties jointly, ought to be able to maintain an aeroplane fire patrol. Chimney-screens for railroad and traction engines should also be insisted on, campers warned incessantly, and reckless fire-lighters jailed without the option of a fine.

Minor reforestation schemes should include (1) the planting of woodlots on most farms and their permanent maintenance according to a policy of annual selective harvesting and replanting, (2) the placing of clumps of trees in the corners of fields to serve as shelter for stock, and (3) the planting of trees along all highways. At the present time the tendency is all the other way and our county roads (such as the Fenelon Road) rendered bare and ugly by the slashing away of every tree, large or small.

Correlated with the establishment of forest reserves in North Victoria there should be place for (1) removing that unfortunate portion of the population which occupies land unfit for sustaining civilised conditions, (2) fish farming in the North Victoria waters, (3) game farming in the forests and (4) reserving park areas adjacent to the main water systems, with a view to adjusting the territory to summer recreation.

A great economic problem which the county has already considered is that of rural transportation. Heavy expenditures on good roads have already been made under the Ontario Highways Act, whereby province, town and county contribute to the construction of main highways in the ratio of 40 to 20 to 30, and to maintenance in the ratio of 20 to 40 to 40. As the importance of the work is now taken for granted, it will be unnecessary to do more than reiterate some well-known truths:—(1) In some parts of the county (and especially of Ops) macadam sinks quickly and unfailingly into boggy subsoil. (2) S. A. Cummiford, Chief Engineer of the Toronto and Hamilton Highway Commission, has shown that the average annual maintenance cost per mile is $70.38 for concrete surface and $3,398.01 for macadam surface. (3) Permanent county roads should not be wider than is necessary for two vehicles to pass with ease, otherwise costs soon become prohibitive. (4) Part of the county cost could quite equitably be levied on the farmers immediately benefited, after the manner of the urban frontage tax, leaving only a fraction of the expense to be raised by general levy. (5) Debentures should not be issued for a period longer than the durability of the work. Permanent paving, grading and diversions could be financed on a 40 to 50 year basis, but the cost of temporary surfaces should never be spread over more than 10 years. Otherwise posterity is being made to pay for something it will not get.

Municipal Planning in Lindsay.

In Lindsay a scientific survey, followed by development planning, is also a present need. The enabling legislation for such a work is to be found in the provincial Planning and Development Act (8 Geo. V, c. 28), by which any municipality may prepare a development scheme subject to the supervision and approval of the Ontario Railway and Municipal Board (Donald M. McIntyre, K.C., Chairman.)

The two chief municipal concerns in such a development scheme should be (1) a physical reconstruction on a zoning basis, and (2) a revision of the whole system of assessment for taxation.

The former problem is difficult because the town has already grown haphazardly for over eighty years. The ultimate aim should be, however, (1) to restrict all new factories to a given area and gradually to remove existing ones to the same area, (2) to make residential sections inviolate from railways and factories, (3) to extend park areas, and (4) to set up a standard for all new dwelling-houses. For instance, the existing railway up Victoria Avenue is a crime against the town. By building a swing bridge near Carew's sawmill, trains for the north could be sent out by the old Midland line through the East Ward, and the fine 100 foot avenue (laid out to match with Kent Street) could be retrieved for the town. Then perhaps the disgraceful north half of the Kent-Cambridge-Peel-Victoria block and the equally disgraceful west half of the Peel-Cambridge-Wellington-Victoria block could be cleaned up—the former turned into park, an extension of the existing Victoria Park and the latter built up with beautiful residences. The southern one quarter of the town adjacent to the Grand Trunk railway or the northeast area of the town adjacent to the C P R are logical factory areas and might well be reserved for that purpose.

A magnificent piece of town planning, now doubtless impracticable, would have been the earlier reservation of the six blocks bounded by Angeline, Kent, Cambridge, Peel and Henry streets for public buildings and contiguous park areas. On this space we already have the Town Hall (of dubious architecture), the public library, Victoria Park, the Armouries, the Central School and the Collegiate Institute with their grounds and the Ross Memorial Hospital. Insert a county girls' residence west of Adelaide Street, a park-girt community hall east of Albert Street, and a park area north of the Public Library and Fire Hall and the picture is complete.

A more feasible operation would be the further development, on both sides of the river, of McDonnell Park and the acquiring of the Murphy property, on Adelaide Street, as a community playground and park.

The effects of planning a zone system for Lindsay would ultimately be the beautification of the town, the increased efficiency of industry and the all round improvement of the residential section. It would, however, take a long time fully to realise the scheme unless drastic and very costly action were taken.

Much easier, except for the lack of trained valuators, is a revision of our land assessment. There has been in the past no more vicious source of economic evil than the rapacity of the rent-sweating landlord and the real estate speculator. Land assessments have been inflated, real development has been hindered and the few have battened on the injury of the many. A single tax on land aiming at communal ownership is one radical suggestion. But in a country like Canada, where the majority of citizens are private owners and where the governmental policy repudiates the common ownership theory of Henry George, a confiscation of rent by a single tax on land values would be a social injustice.

An increment tax on land transfers would restrain at least the speculator. For this a special scientific assessment should be made of all land on a basis of its actual revenue-producing capacity, for this is the only sound business estimate of its worth and puts local taxation on a reliable foundation. Then, in the case of any sale of real estate a heavy tax should confiscate for the community the greater part of any excess in price over this actual value. Where tried, as in England since the budget of 1909, this system has discouraged speculation and benefited investors by setting up a sound standard of values.

In the case of vacant land within the town limits taxation should be levied on its revenue-producing capacity as agricultural land, provided it is kept under cultivation. If left idle, the rate should be doubled or trebled. When the time comes for it to be sold for building purposes, a tax should be levied on the difference between its revenue-producing capacity as agricultural land and its revenue-producing capacity as building land and a very heavy surtax on any excess in selling price over the initial value

Another provision needed to safeguard the town against speculators is an ordinance that waterworks sewerage and sidewalk must be provided at the owner's expense before any land is placed on the market for building purposes.

For the present too an area of about one square mile of agricultural land lying in the northeast and southeast corners of the town might very well be turned back to the township of Ops until the growth of the town justifies the extension of modern improved building in these directions When such extension comes, it should be kept in mind, moreover that a system of narrow residential streets (never more than 40 feet in width) faced with narrow but deep lots, reduces the cost of improving the land (by paving sewage instalment etc) to one third of that paid at present and yet provides more air space and garden space.

For successful development of the East Ward additional bridges across the Scugog are desirable At present the town is like a huge wasp with its swollen halves joined only by two bridges both in the very centre of the town The gap between Colborne Street East and Colborne Street West is as great as if the streets lay in different counties

Scope for a Voluntary Organization.

It has been found by experience that many problems of civic development can be more effectively studied by a democratic but voluntary organization a Civic Improvement Club or something of that nature Such a club should not of course encroach upon the prerogatives of municipal councils and other existing corporate bodies. Its functions should not be executive so much as educational and inspirational It is hard to inaugurate reforms in advance of the average intelligence of the people and a municipal council is so busy with the multitudinous details of administration that it has little time for serious community study and none at all for educating public opinion up to the need of breaking new ground The voluntary organisation on the other hand can study community problems and by stimulating popular knowledge and ambition make possible the advances which the civic fathers would otherwise have felt impossible

The natural nucleus for a Civic Improvement Club in Lindsay is the Board of Trade There have been seasons when the Board has seemed little more than a commercial club with the sole idea of forcing higher profits for retail merchants Such an ambition stultifies the Board and defeats its ends If however it were to seek first the righteousness of community regeneration, prosperity would doubtless be added in due time.

A tentative organisation for a Civic Improvement Club would

include an Industrial Committee, a Community Improvement Committee, a Health Committee, a Community Study Committee, a Recreation Committee, and an Agricultural Committee.

The Industrial Committee should determine as precisely as possible the nature and range of the town's economic possibilities, the extent of adjacent natural resources, and the probable future size of the town under healthy development.

A general principle to be observed is that industries in the small town are not likely to prosper unless they are supported by local supplies of raw material. The Flavelles Ltd. cold storage and creamery business is a case of successful adjustment to local resources. A county reforestration scheme would probably stimulate local woodworking. A modern abattoir in Lindsay would support both meat and tanning businesses at lower cost. (At present, butcher's meat from Ops farms has to come to Lindsay shops via Toronto, thus involving double freight.) Again light soil in North Emily and Southeast Eldon now misapplied to cereals might be sown to potatoes for the support of an industrial alcohol factory. The importance of this latter industry in view of the certain ultimate ascendancy of industrial alcohol over gasoline cannot be overestimated.

Above all there should be no mad rush to secure large industries transcending and out of relationship with the county's resources. The highest good of a town does not lie in the income of its retail stores but in the healthy life of its people. Now the small town has the most human type of existence, for here neighborly experience—lost in the country by isolation and in the city by congestion—finds its strongest expression. The social value of the town cannot be over-stated. It is the seed-bed of the primary social virtues that grows from simple direct personal relationships and interchange of services, and from it come a disproportionate percentage of the leaders of the nation. Any sudden industrial growth which would menace this healthy social town life is therefore to be deprecated.

Finally the Industrial Committee might study local commercial possibilities, eliminate waste by establishing joint delivery systems, encourage existing industries, and provide an attractive town label for all goods shipped.

The Civic Improvement Committee with its nucleus in the present Horticultural Society might accomplish some of the following undertakings:—(1) Further beautification of streets, parks, and homes. (2) Removal of all bill-boards and posters. (3) Holding of Old Boys Reunions. (5) Renaming of town streets after men prominent in local history (e.g. Purdy Street instead of Huron Street, Britton Street instead of Ridout Street, and McDonnell Street instead of York Street.) (6) Publication of civic booklet, including a choice series of views.

The Community Health Committee might well have the Medical Officer of Health as its chairman and should in any case seek to strengthen his hands by educating the public in every possible way

Some of its aims might be as follows —(1) Aim at ultimate 100% installment of waterworks and sewerage. Lindsay, with 70% of all houses served is far above the average but should not be content until the other 30% are linked up (2) Seek a proper system of sewage disposal by means of septic tanks. At present McDonnell Park might better be named "Cesspool Park" All trunk sewers should be diverted to septic tanks and the septic product used for farm fertilization This system would permit of the extension of sewerage through those areas which drain into the Scugog above the locks and have hitherto been without service (3) In the meantime have all well water (with that from farms also) tested free of charge in the L C I laboratories. (4) Inaugurate a garbage system. (5) Build a public lavatory (6) Improve fire protection so as to remove the present insurance surtax of 10 per cent (7) Continue clean up days (8) Have public health talks (9) Keep printing health articles in the press (10) Get health literature for distribution dealing especially with sanitation and the filth fly (11) Work for proper inspection of butcher's meat and the protection of all saleable foodstuffs from contamination by flies and dust. (12) Agitate unceasingly for medical inspection first of every school child and ultimately of the whole community Neglect in this matter is the most glaring crime of the present day Every child has a right to all the safeguards that the modern community can give him Every child should have a registered medical history sheet which should follow him through life Such medical supervision is not Prussianism It is even more than a privilege It is the right of every modern child The denial of that right dooms thousands of children the country over to unnecessary inefficiency and disease and even to premature death An awakened public conscience in Lindsay should force action in this matter

The Community Study Committee, which should have a definite rapprochement with the Board of Education, Night School Board and Public Library Board might undertake the following projects — (1) Transform the Public Library by installing bulletins and reports on specific items of civic consequence and 200 or so volumes dealing with the fundamentals of civic intelligence. (2) Conduct a social survey of the town, stressing especially occupation income family expenses secondary education church capacity and attendance charity forms of recreation and social life and disease and mortality statistics At present for instance nobody knows how many people in town are below the financial deadline and nobody seems to care (3) Conduct a permanent course of community study by means of a civic forum lectures open discussions, reading courses in civics and municipal management and annual charting and graphic representation of the doings of the local municipal government (4) Awaken community interest in continual education for the adult population The present Night School offers instruction in absolutely anything for which there is a popular demand and that practically without charge Education should not be regarded as a childhood pursuit It rests with the public to help itself in advanced instruction all through life.

The Recreation Committee should plan the following:—(1) Supervision of children's play. One afternoon last spring, after school hours, a swarm of boys and girls could be seen on the Central School campus engaged in a promiscuous and wildly tumultuous rough-and-tumble purporting to be a game of rugby football! (2) Fitting up public playgrounds with swings, tennis courts, quoits, etc. The town is shockingly lacking in playground equipment. (3) Provision of facilities for swimming: a riverside pavilion with separate dressing rooms for the sexes, and competent instruction in swimming. (4) Preparation of a careful yearly program whereby celebrations, picnics, athletic contests and a schedule of sports are all provided for.

The Agricultural Committee should consist of perhaps ten town members, the county Agricultural Representative and the presidents of the several U. F. O. clubs throughout the county. Its task would be the statesmanlike one of unifying the divergent viewpoints of town and country populations by making them conscious of their common underlying relationships.

Farmer and townsman alike usually forget that Lindsay does not consist merely of that territory within its incorporated limits, but rather includes all the countryside which is tributary to it. From the economic point of view farmers in Ops are as much part of Lindsay as if they worked in its factories. Municipal boundaries have no commercial significance.

Unfortunately there is a moral cleavage between town and country as wide and deep as any Old Country class distinctions. The townsman asserts supposed superiorities of sophistication and competent specialization and treats the farmer as an alien who must however be conciliated for the sake of trade. The farmer has been retaliating in recent times by a hostility which though deprecated by U. F. O. statesmen like Drury is kept alive by such class-conscious fanatics as J. J. Morrison. Both attitudes are in utter contradiction to the main tendency of economic relationships.

The aim of the Agricultural Committee should therefore be to bring about a conscious identification of fortunes. Let trade dealings be based on mutual fair play, free from attempts at sharp practice. Let rest rooms be provided for farmers' wives and ample parking accommodation for farmers' automobiles. And let there be careful study of all problems in common so that town and country may realize their essential unity.

Rural Community Organization.

The plans which have just been outlined for the town of Lindsay can also be adapted to rural communities.

Humanly and vitally considered, Victoria county, apart from Lindsay, consists of some 24 civic centres or villages, each of which is the focus of a geographical area. For permanent reconstruction, we need each of these smaller areas whose people can get together frequently, to set up active community organization for social life, self-study and improvement and economic interests. Without abounding life in these local communities, no country wide plan of development can ever hope to succeed.

The institutions of the community centre should be:—(1) a farmers exchange or co-operative business office, (2) a school-house as a centre for study clubs, lecture courses, debates, etc., (3) a church as a centre for community ideals, and (4) a community hall like that at Little Britain as a recreational neighborhood house owned and managed by the community. A consolidated school building might perhaps serve as farmers office, school and community hall as well. The main thing is to give community interests a hearthstone.

As the vitalising voluntary organization which should accomplish the work of community building, one might begin with an existing U. F. O. club. The ultimate objective should be a Community Council containing representatives of the U. F. O. club, Women's Institute, church, and school. Committees might be appointed to deal with Finance, Community Study, Rural Health, Community Improvement, and Recreation. A Community Secretary is also important if the work is to function.

The Finance Committee would really be a business concern on even greater development of the U. F. O. plan for co-operative buying of equipment and marketing of products.

The Community Study Committee would probably consider the following:—(1) the adaptation of the crops of their area to the findings of the County survey already referred to, (2) systems and methods of farming including crop rotation, seed and variety selection, tests of different thicknesses in clover seeding, tillage and the maintenance of soil fertility by manuring, (3) local problems of labor, machinery and equipment, (4) business methods in buying and selling, (5) standardisation of crops or live stock for the community, (6) securing of rural credits on community security and for productive purposes only. In all of this the help of the County Agricultural Representative would need to be accepted as well as the advice of pertinent economic literature. The principle of co-operation would need to be worked to the uttermost. It is quite conceivable for instance that a farming community might employ an expert accountant to handle its book-keeping.

From the financial stringency of the present year it should be realised that more than haphazard farming methods are needed to make agriculture yield an adequate reward. Efficiency of co-operative organization based on the fullest knowledge of local needs will more than justify the energy required for its establishment.

In connection with the whole problem of increasing the farm output, one might at least refer to the French system of domestic manufacturing during the winter months. We might perhaps picture 1000 Victoria county farm homes co-operating in the winter output of small standardized wood by products—boxes, buttons, toys, flutes, utensils, etc., utilizing training in woodworking received in manual training classes in consolidated schools, using small lathes in each home run by Hydro electric power, drawing their wood supply from the county forest reserves, and selling their standard products co-operatively.

The Study Committee should also encourage school training in agriculture for boys, domestic science instruction for girls, and a study of all community problems by the whole community.

The Rural Health Committee should aim at a definite health policy for the community. At the community centre there should be a nurse, hospital service, a community clinic and perhaps community baths. The study of rural health should be promoted and a definite scheme of rural sanitation drawn up by a competent physician.

Rural communities have been without health programs in the past and it has come to be true that "preventable diseases are largely rural diseases." Federal authorities have found that 70% of all farm wells are contaminated and the water unfit for use. We find most wells on porous ground on a lower level than the barn, the pigsties and the manure heap. Privies are without sanitary safeguards. Rural schools are notoriously unsanitary in their privies and water supply.

Sanitary equipment can be installed in any farmhouse with an ease that would astonish the owner. Such installation should be the aim of the Rural Health Committee.

It should also seek to give every individual and especially the children thorough medical inspections at regular intervals. Medical history sheets could be kept on file at the community clinic. Some such system is a right to be claimed for every member of modern civilized society.

The Community Improvement Committee could seek to reserve and beautify squares and parklets in the central village, to plant shade trees and fruit trees along all highways, to encourage beauty and variety of architecture in farmhouses, and to plan the laying out of village buildings whenever possible. Most villages are a spectacle of sprawling disorder though some, such as Kirkfield, are noteworthy exceptions.

The Recreation Committee might include the following in its program:—(1) community picnics and socials; (2) holidays and celebrations; (3) dramas and concerts; (4) supervised cinema programs; (5) entertainment courses; (6) sports contests; (7) inter-community contests, athletics and debates. Its work is vital for the organization of the community, for daily life on the farm is stark isolation compared with town life and frequent community gatherings would help to establish that neighborly cohesion which is so lacking in the country.

A question which lies rather outside the scope of such community committees is the consolidation of rural churches. It is questionable whether any centre in the county except Lindsay can really support more than one strong church. Fenelon Falls, with an adult church-attending village population of not more than 150 is attempting to pay the expenses of six. Unification is needed for efficient survival, and experience elsewhere (especially in New Ontario) has shown that best results are achieved from a federation scheme whereby the several congregations are enrolled according to their original denominations and on removal to other centres receive letters of transference according to this original alliance. This confederation of small churches helps to bind the community together in a way otherwise impossible.

Limitations to Development Planning

Such, then, has been a tentative plan for the further development of the county towards higher civic life.

It is undoubted that we need far-sighted and comprehensive plans based on accurate scientific knowledge. We are too familiar nowadays with a hectic religiosity that is so busy looking for signs of a supernatural millenium that it has no concern for the slaughter of little children by preventable diseases. Equally dangerous is the impulsive blunderer who tries to push through small superficial schemes based on imperfect knowledge. We must have broad, accurate knowledge of our problems, organisation to plan reconstruction and public education to make action feasible in a democracy.

Planning is, however, only a means to an end and not an end in itself. That end is economic security, health, social intercourse and intellectual and spiritual growth for all. Unless the end is attained the plan is worthless.

Planning is largely dependent, too, on individual enthusiasm and idealism. Unless action is directed and propelled by vigorous community patriots the highest achievements are necessarily impossible.

Further development cannot take place in advance of financial feasibility. Wherever municipal action is involved the burden-bearing capacity of the tax payer provides a danger-limit beyond which expenditure cannot go.

Finally the most perfect development system would be sheer mockery if the population were to die out. Rural Victoria has dwindled from 25 153 to 18 519 in 34 years. That the decrease is in children and not in the older generation is shown by the fact that in West Victoria alone the children of school age have fallen off from 6 593 to 3 479, while the householders have actually increased by 482. The result is an average of half of a child of school age to each household, or one such child to every two homes.

Beyond certain limits, the cry for "fewer and better babies" is based on a ghastly misconception. If a population is ever to hold its own an absolute minimum of four children must be born into every family. Statisticians have shown that of these four, two either die in childhood or do not marry when grown up. Two only then of the second generation are left to represent their two parents. At one child per family a population of 2 000 000 would die out in 200 years; at two per family it would dwindle to 7 812, and at three per family it would stand at a total 195 025. Only at four per family would it

hold its own. All this is a case of natural laws and is no more debatable than the axioms of mathematics.

The family is the fundamental unit of the state. There can be no enduring civilization apart from the healthy life and affection of the family. A race that pursues after the froth of modern life and fails to maintain and hallow the great office of maternity will soon shrivel away. Is this to be the end of the virile stock that wrought out our county from the wilderness?

INDEX

Agricultural history 60—72
Agricultural societies 69—71
Alcohol 14, 244
Algonquin River 121
Anglican Church Lindsay 212—214
Area of Victoria 10
Argyle village 45

Baptist Church Lindsay 214—5
Bexley township 74—77
Biographies in brief 223—243
B L & P railway 87 151
Bobcaygeon village 58—9 127—9
Boer War 188—192
Bolsover village 48
Bonuses to railways 15 148
Burnt River village 91

Cambray village 51—2
Cameron village 52
Canada Company 14 29
Canadian Pacific Railway 32 151—3
Canadian Post 113
Carden township 32
Cemeteries Lindsay 217
Central Exhibition Lindsay 70—2
Champlain Samuel de 70, 133 130—31
Church history 202—217
Coboconk 77—5
Collegiate Institute Lindsay 174—7
Co operation forms of rural 72—8
Cornelle Siding 78—9
Crop Statistics 68—1

Dairying in Victoria 83—9
Dalton township 82
Depopulation factors in 173—4 199 249 250
Digby township 82—8
Downeyville 27
Dunsford 59
Educational history of Ontario 164—170
Educational problems 178—180
Education in Victoria county 171—7
Eldon township 40—47
Emily township 24—35

Escarpment, great limestone 117—118

Federal politics 190—191
Fenelon Falls village 49—51, 140
Fenelon township 47—59
Flint working 128

Geology 10, 119—121
Ghost island 74
Glacial period 119—120
Grand Trunk Railway 19, 147—9
Grange and U F O 72—73
Highways 49, 79, 243
Hospital, Ross Memorial 110
Hughes, Sir Sam 190, 139, 190, 192, 234
Huron Indians 122—132

Ice Age 119—120
Indian life and customs 129—3
Indian ossuaries 129
Indian period 122—134
Indian villages 123—129, 193
Irondale, Bancroft & Ottawa Ry 191
Iroquois Indians 130—132

Kinmount village 90
Kirkfield village 40, 141

Laxton township 81—2
Libraries 170—171, 177
Lindsay town 91—119
  Academy of Music 111
  banks 104—9
  canal works 136—142
  churches 202—217
  civic improvements 106—111
  commercial 102—105
  fire 99—100
  hospital 119
  House of Refuge 109—110
  incorporation 93
  industry 103—9
  invasions 94—96
  lighting system 105—6
  mayors 98—9
  post office 110—111
  press 112—112
  sewerage 107—9
  sport 115—119

— streets 108—9
— survey 92—3
— water supply 106—7
Little Britain village 92
Longford township 88—4
Lorneville 45

Manilla village 31
Mariposa township 36—23
Methodist church Lindsay 207—210
Midland Railway 18 140—9 149—150
Military history of Victoria 191—201
Militia organization 181—189
Mining 95—99
Mississaga Indians 9, 75 133—5
Municipal institutions 17—19 20

Navigation 22 90—7 96—9 130—145
Norland village 31
Northern townships 19—20 74—90
North Victoria economics 95—99

Oakwood village 30—31 174—6
Omemee village 26—27 175
Ops township 23—40

Patrons of Husbandry 72
Patrons of Industry 72
Pioneer life 12—16
Pioneer survival statistics 218—227
Pleasant Point 93
Politics in Victoria county 194—193
Population 22
Port Hoover 10—60
Preglacial geography 110—119
Presbyterian church Lindsay 210—212
Problems in development 244—207
Provincial politics 194—200
Public schools of Ontario 194—197
Purdy William 38—7 92 93 94

Railways 19—23 25 144—161
Red Rock 58
Reforestation 39 247
Religious life 15 202—217
Robinson Immigration 25—29
Roman Catholic church Lindsay 202—207
Ross Memorial Hospital 110

Salvation Army, Lindsay 215—217
Saskatchewan Rebellion 182—182
Schools of Victoria county 14 171—182
Scotch Line 54—5
Scugog River 35—7 119—120 126—144
Secondary Schools of Ontario 127—172
Senators from Victoria county 183
Soldier Dead World War 129—127
Somerville township 72—81
Southern townships 24—53
Steamboats Kawartha lakes 143
St Mary's townsite 77
Stockraising in Victoria 38—9
Sturgeon Point 54

Technical Education 172—171, 179—189
Toronto and Nipissing Ry 18 146
Trent Canal 16—17 19 22 135—143

United Farmers of Ontario

Veralam township 72—3
Victoria Railway 53—59
Victoria Road village 12 13, 147—8
Vigilance Committee 79

Wardens of Victoria county 121
Watchman Warder 20—21
Whitby & Lindsay Railway 172—18
Women's Institutes 15, 142—7
Woodville 73
World War and Victoria 45
192—20

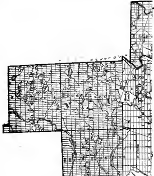
PLEASE DO NOT REMOVE
CARDS OR SLIPS FROM THIS POCKET

UNIVERSITY OF TORONTO LIBRARY

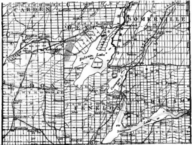
KIRKCONNELL — VICTORIA COUNTY
CENTENNIAL HISTORY

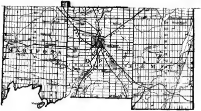
F
5545
V5
K5

3 1761 00015248 8



9 - 26
4


CARDEN
SOMERVILLE
BEXLEY
Balsam Lake
ELDON
FENELON
VERULAM
Cameron Lake
Sturgeon Lake


MARIPOSA
OPS
EMILY
Lindsay

MAP OF THE COUNTY OF VICTORIA

39-
4 26

Victoria County Centennial History

By

WATSON KIRKCONNELL, M. A.

202189
23. 4. 26

WATCHMAN-WARDER PRESS
LINDSAY, 1921

F
5545
V5K5

Copyrighted in Canada, 1921,
By WATSON KIRKCONNELL.

To the memory
of my brother Walter
who fell in action
in the Battle of Amiens
August 8, 1918,
this book is affectionately
dedicated.

Wa
in b
cou
cou

the
(3)
gna
to s
has
eco
tific
nom

Cou
pur
cor
Do
Tor
Pet
cips
vie
plet
enti
one
hav
labo

"ba
not
Tre
XII
hist
den

AUTHOR'S PREFACE

This history has been appearing serially through the Lindsay "Watchman-Warder" for the past eleven months and is now issued in book form for the first time. The occasion for its preparation is, of course, the one hundredth anniversary of the opening up of Victoria county.

Its chief purposes are four in number:—(1) to place on record the local details of pioneer life that are fast passing into oblivion; (2) to instruct the present generation of school-children in the origins and development of the social system in which they live; (3) to show that the form which our county's development has taken has been largely determined by physiographical, racial, social, and economic forces; and (4) to demonstrate how we may, after a scientific study of these forces, plan for the evolution of a higher economic and social order.

The difficulties of the work have been prodigious. A Victoria County Historical Society, formed twenty years ago for a similar purpose, found the field so sterile that it disbanded, leaving no records behind. Under such circumstances, I have had to dig deep. The Dominion Archives at Ottawa and the Crown Lands Department at Toronto have been systematically ransacked, libraries at Kingston, Peterborough, Lindsay, and Toronto have been consulted, the municipal records of the county have been thumbed over, scores of interviews have been secured with old and prominent citizens, and complete local press files for 47 years have been read through in their entirety. To provide a proper background of general history, over one hundred standard works on history, economics, and sociology have been studied. Every page of the book represents the results of laborious and incessant research.

General readers may perhaps be interested in the following "background" sketches, which to the best of my knowledge, are not to be found anywhere else in printed form:—(1) The review of Trent Canal construction, in Chapter IX. (2) The sketch, in Chapter XI, of the development of the Ontario school system. (3) The history of the early Canadian militia in Chapter XIII. (4) The condensed outlines of Canadian military campaigns, in Chapter XIII.

Grateful acknowledgment is made to the many friends who have given me generous assistance ,and especially to Mr J. R. McNeillie (for municipal data), Colonel George E. Laidlaw (for data regarding Bexley and Indian occupation), Senator George McHugh (for material on early Ops), Mr G. W. Beall (for notes on Lindsay), Mrs W. V. Lynch (for her late husband's notes on the early Roman Catholic church in Lindsay), Mr H. J. Lytle (for municipal data), and Chief Johnston Paudash (for data regarding the Mississaga Indians).

WATSON KIRKCONNELL.

Lindsay, Ontario,
September, 1921.

Chap
II
II
I
V
VI
VII
I
X
XI
XII
XI
X
XV
XVI
Inde

TABLE OF CONTENTS

Chapter Page

I Introductory Outline 9

II The Southern Townships 24

III An Agricultural Transformation 60

IV The Northern Townships 74

V Economics of North Victoria 85

VI The Town of Lindsay 91

VII The Record of the Rocks 116

VIII Annals of the Red Man 122

IX Kawartha Navigation 136

X Spinning the Railway Web 145

XI A Century of Politics 154

XII A Schoolhouse Revolution 164

XIII Military Annals of Victoria 181

XIV Pages of Parish History 202

XV Research into Pioneer Survival 218

XVI Biographies from Past and Present 228

XVII Problems in Development 244

Index 258

ada
Cou
awa
agri

179
the
Can
toda
Sim
cou
amo
vine
trun
to L
and
clea
ill-w
amo
intr
men
all
for
floo
cord
buyf
squa
Vict
a H

town

Victoria County Centennial History

Chapter I.

Introductory Outline of County History

One hundred years ago, in 1821, the government of Upper Canada first offered land for sale in the region that is now Victoria County. Since then a hardy phalanx of Celto-Saxon stock has swept away a wilderness of swamp and forest and established a prosperous agricultural civilization after the manner of that race.

The coming of the pioneers calls for a prologue and a setting. In 1791, the British Parliament passed a Constitutional Act, by which the Canadian colony was divided into two provinces, Upper and Lower Canada, corresponding roughly to the Old Ontario and Quebec of today. The first governor of Upper Canada was Colonel John Graves Simcoe, who foresaw and provided for the future needs of the country with an enlightened disinterestedness unknown among his immediate successors. He explored the province diligently by canoe and forest trail. He built trunk roads, such as Yonge Street from York (now Toronto) to Lake Simcoe. He set aside tracts of good land for genuine settlers and encouraged the immigration of those who would guarantee to clear and occupy the country. In all this, however, he aroused the ill-will of a clique of speculators, who were already strongly entrenched among the officialdom and so-called aristocracy of the province. The intrigue of these enemies brought about his removal in 1796. Government officials and their friends then quietly secured possession of all the good land in the Lake Simcoe country and blocked settlement for another twenty years. After the war of 1812-14, however, a rising flood of immigration demanded the opening up of fresh territory. Accordingly, in 1818, the government went through the formalities of buying from the Mississaga Indians a tract of some four thousand square miles, comprising the modern counties of Peterborough and Victoria and a fringe of twenty-eight adjoining townships. It is with a limited portion of this Mississaga Tract that we have now to deal.

The work of survey began at once. Emily was the first of the townships of modern Victoria to be laid out. Mariposa came next, and then Fenelon, Ops and Eldon, in that order Verulam Somerville and Bexley were opened up later and the more northerly townships of Carden, Laxton, Digby, Dalton and Longford much later still. These townships first came under the Newcastle District with headquarters at Cobourg on Lake Ontario. Then in 1841, along with some of the inland townships lying to the east, they became the Colborne District which was reorganized in 1850 as Peterborough County and in 1854 as the "United Counties of Peterborough and Victoria." From 1841 to 1861 municipal authority was centred at Peterborough but in the latter year Victoria was given provisional and in 1863 complete independence.

A New Domain and a Virile Race.

The area of Victoria County is about eleven hundred square miles. It is thus larger than Cheshire or Dorsetshire in England, larger, too, than Lanarkshire or Dumfriesshire in Scotland, and almost equal to the combined areas of Fermanagh and Monaghan in Ireland. In shape it is roughly rectangular, with a length from north to south of fifty-two miles and a breadth from east to west of twenty-six miles. The chief irregularities lie in the northeast and northwest corners, where three townships, Anson, Lutterworth and Ryde, each eight miles square, have been chopped out and allotted, the former two to Haliburton County and the latter one to Muskoka District. This rough rectangle is cut into approximate north and south halves by the Kawartha Lakes, Balsam, Cameron and Sturgeon, and their modern canal affiliations. Immediately north of this water system is a region of severely glaciated limestone, covered with thin, uncertain soil. This tract soon merges into a wilderness of crystalline limestone and Laurentian gneiss. South of the Kawartha system, however, the land is distinctly suited for agriculture, for the underlying limestone is covered with glacial clays which become rapidly deeper and more fertile in passing southward towards the morainic hills of Durham. But in 1821 the intrinsic character of rock and soil was not the most evident feature of the region. It was rather the towering forests of pine that spread away to the farthest horizon.

To the transformation of this wilderness came a virile race of white men from the far off islands of Great Britain and Ireland. The years that followed Waterloo and the close of Britain's continental wars were full of distress. The economic aftermath of war pressed hard. The population of Ireland was growing beyond the safety limits of the precarious potato. The introduction of weaving machinery brought tens of thousands of Scotch and English handloom-weavers face to face with starvation. To cope with this distress the British government deliberately encouraged emigration to Canada. Once started, the human stream poured steadily across the Atlantic. The pressure of a straightened food supply, the oldest and most powerful cause of human migration, was once more in operation. In 1814, Upper Canada contained only 95,000 inhabitants. By 1849 the population had risen to 791,000, an increase of 732 per cent. In a single year 50,000 immigrants arrived at Quebec. The younger sons of the Celto-Saxon stock had struck their tents and were on the march. Their great campaign against the forests of Upper Canada is recorded today in the magnificent prosperity of Ontario

The first settlers in what is now Victoria County were Protestant Irishmen from the County of Fermanagh Humphrey Finlay and his family first established themselves in Emily Township, and were followed by James Laidley and William and Samuel Cottingham who cleared and built on the site of modern Omemee While South Emily was colonized by Irish Protestants the northern concessions and part of Ops were taken up by Irish Catholics from County Cork, brought out under a British emigration scheme managed by the Hon Peter Robinson Mariposa was largely settled by pioneers of the second generation from the vicinity of Whitchurch and Markham In Eldon the earliest colonists were Scotch Presbyterians from Argyllshire Verulam was placed on the market in 1832 but was bought up and held by speculators Fenelon Township was not settled until the mid-thirties and the more northerly townships remaining unoccupied until much later times

As many misconceptions exist concerning the character of the population of the county a few figures may be of interest The chief racial stocks represented are —Irish 12,292, English, 10,663, Scotch 5,980, French 575, German 339, Dutch 304 That race is no index to religion will be evident from a further analysis —Methodists, 12,283 Presbyterians 6,814, Anglicans 4,551, Roman Catholics 4,344, Baptists, 1,151, Salvation Army, 210, Christians, 164, and Mormons, 95

A Long Rough Journey From Old to New

The journey from old homes to new, from the shores of Britain to the depths of the backwoods, was long and severe The Atlantic was crossed in sailing-vessels which were often packed beyond endurance by greedy masters At Quebec the travellers transferred to a river-steamer and proceeded to Montreal From here west, one could by paying prohibitive fares reach Lake Ontario by alternate shifts of stage-coach and steamer, but by far the greater number travelled by bateau or by Durham boat The bateau was a large flat-bottomed skiff thirty to forty feet long, eight to ten wide, and built sharp at both ends It was propelled by oars and sails, and was either poled or dragged up rapids The Durham boat was a flat-bottomed ninety-foot barge with round bow and square stern, and was likewise pushed along by pole or sail Progress was necessarily slow it often took a whole week to go from Montreal to Prescott Sometimes as many as one hundred persons would be crowded together in a single thirty-foot bateau, scorched by sun or drenched by rain, as their rude craft crept reluctantly up the river At last, at Prescott or Kingston transfer was made to a lake steamer which carried the pioneers on to the lake port nearest their destination

There were two general routes from the lake front to the inland townships Those who went to Emily and Ops went north from Cobourg or Port Hope One trail lay north-northwest through Cavan (the modern Millbrook), another went north to Peterborough and then north-west towards Emily, another still cut across from Peterborough to

Chemong Lake, whence access to the remoter townships could be had by canoe. The second main route, by which Mariposa and Eldon were colonized, lay from York (the present Toronto) up Yonge Street and in by way of Brock (now Sunderland) or Beaverton. The trails and bridle-paths by which they came, sometimes carrying their belongings, sometimes leading oxen with an ox-cart, wound laboriously through towering forests and dank swamps, across flooded creeks, up log-strewn hills and around black morasses. And when at last, some summer evening, they reached their destination, they found a still denser wilderness, with only the frogs and the wolves to sing a chorus of welcome.

The Work of Settlement in the Wilderness.

Then, in a little circle of sunlight hewn out of the forest, arose a new home. The sills and walls were pine logs, peeled and notched. For the roof hollow basswood trunks were cut the proper length and split in two so as to form troughs, which were then laid from eaves to ridgepole in two rows, the lower row bark side down, and the upper row with their edges fitted into the hollows of the lower. This was a rough covering, but shed water very well. All chinks in the walls and roof, inside and out, were packed with moss, which the children gathered by the sackful near at hand, and plastered over with clay. A hole covered with a quilt served as a door, until lumber became available. The tiny windows were fitted with sheets of oiled paper, as glass was not to be had.

At one end of the single room, a platform of poles served as a bedstead. At the other was the fireplace, floored and built up with stones. A chimney of sticks and clay usually surmounted this, but often many months elapsed before such a vent was added, and in the meantime the smoke filtered out through a gap in the roof after stifling the householders. As matches were unknown, and ignition had to be won from flint and steel, a fire was kept burning constantly on the hearth. To husband this precious blaze, a large backlog, two feet or more in diameter, would be dragged into the house by an ox. The beast would be unhitched in front of the fireplace, and the log rolled with handspikes to the back of the fire, where it would often last for three or four days.

Outside of the little cabin work went on under difficulties. The mosquitoes and black flies were numberless and merciless. Faces had to be smeared thickly with grease to avoid their torture. The cattle were frantic with agony, and when smoke screens were set up for their benefit the deer would sometimes emerge from the woods to share in their temporary peace.

But the forest itself was the great enemy of the would-be farmer. In the beginning, he could not attempt to plough, but chopped and burnt ,and then scattered his wheat broadcast by hand among the stumps. The grain was covered over, or "bushed in," by hitching a yoke of oxen to the butt end of a small tree, whose branches were still intact, and dragging it to and fro between the charred stumps. In the autumn the crop was cut with a sickle, threshed with a home-made flail and winnowed by pouring. It was then bagged and carried on the back of man or horse to the nearest grist mill, sometimes a distance of fifty miles. Some milling was, however, done at home by burning out a hollow in the top of a hardwood stump, filling it with grain, and pounding it with a heavy wooden pestle.

The Steady Changes Wrought With Time.

A few years brought about great changes in the wilderness homes. The clearings everywhere had grown. Log barns had been built and sheep and swine brought in to join the earlier cattle. Wolves were, however, still dangerous, and corrals had to be built to protect the stock. Horses were very rarely met with, for strange as it may seem, the oxen were much surer of their footing among the stumps and scattered logs. In some of the more secluded districts the arrival of the first horse was a great event and all the children were called out hurriedly to see the strange animal. The houses, too, were enlarged as the years passed, and were filled with rough but serviceable furniture. The fireplace was still the housewife's province, but a tin bake-oven, fitted with trays and open on one side, now stood before it laden with bread and cakes. Above the fireplace hung the family arsenal, avoiding rust, squashes avoiding frost, and haunches of beef and venison avoiding dissolution.

The staple foods, however, were pork, cooked in various forms, fish, bread and wheat cakes made of coarse, often unbolted flour, corn meal porridge and griddle-cakes, wild berries, and maple sugar. Tomatoes, then called "love apples," were considered poisonous until after the middle of the century, and were grown only because of their prettiness.

The pioneers showed extraordinary versatility in supplying their own wants. Linen, flannel, and fullcloth for the whole family were prepared at home. Every farm, too, had its own tanning-trough and worked up its own leather. The clothes would usually be made by some itinerant tailor who would lodge with the family while he fitted them out for the next year. Boots were similarly made by a travelling shoemaker. But the material in both cases had already been prepared on the premises.

Social life in such times took the form of "bees" or community meetings at one home or another to co-operate in the work of the homestead. The men had their logging bees, barn-raising bees, stumping bees and husking bees; the women their quilting bees and paring bees. At the former gatherings, whiskey, which then cost only twenty cents a gallon, was carried around by "whiskey boys," and gulped down by the bowlful. Drunkenness and fighting were the inevitable result, especially at the logging bees, where the charred trunks of the burnt-over slashing were being cleared away, and identity and self-respect were lost under a smudgy mask. The women's gatherings were less openly dangerous, but have never been equalled as clearing-houses for gossip.

The trails by which settlers first communicated with one another were gradually replaced by indescribable roads. An Act passed by the first parliament of Upper Canada in 1793 had required each settler to clear that portion of the concession line on which his lot fronted. Even had this work been done well—which it certainly was not—the condition of the highway systems would have been well-nigh hopeless. For huge blocks of land, clergy reserves, crown reserves and choice grants to Family Compact politicians lay unimproved between the settlements, preying on their industry and blighting their development. Especially was this the case in Mariposa, where much land was held by a corporation known as the Canada Company, which had been chartered in 1824 to promote colonization but which, in this district, hindered settlement far more than it helped it. The early roads were chiefly corduroy, trunks of trees laid side by side across the highway, and filled over with earth. At a much later time, after the introduction of municipal government, plank and gravel roads took their place.

The great curse of the country for over half a century was the inordinate use of liquor. In every village and at nearly every crossroads were wretched taverns kept by a greedy, illiterate class of bloodsuckers. These taverns were universal in the backwoods, the church usually preceded the school, but the tavern invariably preceded both. The coinage used for payment in these days was of two standards, the Halifax or provincial currency, in which a pound was worth four dollars and a shilling twenty cents, and the New York currency in which the pound was worth two dollars and a half and the so-called "York shilling" twelve and a half cents. Decimal currency was inaugurated in 1857.

Schools were slow in coming but by 1842 there were five in the County, two in Ops, two in Mariposa and one in Eldon. In 1847, there were eleven teachers in Emily, with an average salary of $183 a year. In Ops there were six schools, with a total wage list of $840, or $140 apiece. The teachers, however, though poorly paid were often worse prepared. Discharged soldiers often performed these duties and enforced discipline with great ferocity. The subjects covered were the merest elements of reading, writing and figuring. In the world outside, universities were being founded. King's College, now the University of Toronto, was chartered in 1827, but its privileges were restricted to the small minority of Anglicans. Queen's College, Kingston, and Victoria College, Cobourg, were therefore founded in 1841 by indignant Presbyterians and Methodists respectively. But the little backwoods schools in Victoria knew little of these higher institutions. Even secondary schools were unknown until the fifties and it was two decades more before matriculants began to pass on to the universities.

Methods of letter writing have changed much since those early days. The pen was a goose-quill. The ink was made at home by boiling maple bark or nut galls and adding copperas. Blotting-paper was unknown, and to dry the ink, sand was shaken over the letter from a tin box or caster. Envelopes were not yet invented. The paper was simply folded, the address written on the back, and the missive sealed together with sealing wax. Postal charges were usually collected in cash from the person receiving the letter. The first postage stamps in Canada were not issued until 1851.

Religious Life in Pioneer Times.

The teacher with his slender learning commanded considerable respect, but the preacher had even greater prestige. Certainly he earned it. Churches were very few and very scattered. His circuit might extend for scores of miles through the half settled wilderness, and over this he would travel on horseback all week long, straggling through bog holes and fording unbridged streams along the narrow trails. Services would be held in churches, school-houses, taverns, log cabins, anywhere that a few devout folk could be gathered together.

The Methodists were in the majority among the population, and to this denomination no gathering could compare in importance with the camp-meeting. Each summer all the adherents in a district would gather in some dry, open grove for a week of prayer, singing and exhortation. Tents and shanties would be put up and fitted with rude tables and beds. A rostrum was built for the preacher and rows of logs set out before it as seats. The light of their evening bonfires flared and flickered over a strange scene—the preacher shouting from his platform, the penitents groaning on the seats just below him, and the elders flitting about on the watch for symptoms of contrition among the remainder.

Then, even as today, there were many ill balanced intellects eager to espouse fantastic doctrines. In 1842 a New Englander named Miller began to teach that the world would come to an end on February 15, 1843. The belief spread like wildfire among the weakminded of the United States and Canada. Farmers burnt their rail fences as firewood, confident that their usefulness would soon be past. A convert near Port Perry gave away a 100-acre farm and all its equipment. Sarah Terwilliger of Oshawa made herself wings of silk and jumped off the front porch expecting to be caught up to heaven. But the choicest anecdote comes from Port Hoover, Concession A, Mariposa, on the north shore of Lake Scugog. Here a man named Hoover brooded over the Millerite gospel until he gradually fancied himself superhuman and above natural laws. He therefore announced in the autumn of 1842 that he would walk on the water from Port Hoover across Lake Scugog to Caesarea, a distance of about five miles. On the day appointed, hundreds of Mariposa pioneers gathered at the Port Hoover wharf to watch the attempt. Hoover seemed to have a sudden weakening of faith, for he fastened a wooden box on each foot, but as even this failed to hold him up, he waded out and hid behind one of the piles of the wharf. The urgent demands of the crowd finally brought him back to shore, where, amid the hoots of small boys, he made this explanation:—"My friends, a cloud has risen before my eyes and I cannot see. I cannot walk upon the water to-day while this cloud is before my eyes. Soon it will be announced when the cloud has been removed, and then I will do it." But his spectators never assembled again.

An Early Tragedy in Ops Township.

Doctors were almost unknown in these times, and ailments were given home-made treatment by mothers or grandmothers, who prepared their simple remedies from such plants as the spikenard, blood-root, catnip, tansy, smartweed, plantain, burdock, mandrake, elecampane, spearmint and mullein. But in the case of serious diseases and epidemics, as when cholera swept the country in 1832 and 1834, herbal remedies were of no avail.

When death entered the pioneer home, the situation was often exceedingly tragic. Conant tells of a man who moved into Ops township in 1838, bringing with him his wife and two very little children. His tiny cabin and clearing were five miles from the nearest neighbor, but when he fell ill the very first summer, his friends followed his blazed trail in, harvested his crop for him, and then departed. Winter came. The cabin was snowed in. Wolves howled at the very door. At last the sick man died. His wife sought desperately to give him proper sepulture but the ground was frozen hard, and to cover him only with snow would merely feed the wolves. Finally she rolled away some backlogs that were piled beside the house, dug a shallow hole with a mattock in the softer ground beneath them, hid the cherished corpse, and rolled back the logs above it to keep it inviolate. Then she walked with her children to the nearest settlement.

How Grist Mills Grew to Villages

Villages grew up in time, and were almost always the direct consequence of the establishment of a grist mill. These mill sites comprise nearly all the important centres of today. In 1825, William Cottingham built a mill on Pigeon River and so founded modern Omemee. In 1828, William Purdy dammed a rapid on the Scugog River, and established Lindsay unawares. Bobcaygeon has grown up around the mill built by Thomas Need about 1833, and Fenelon Falls owes its origin to a mill erected there in 1841 by Messrs. Wallis and Jameson. To each grist mills came the pioneers with their crops. Saw mills were soon added, and a growing trade in lumber succeeded the earlier indiscriminate destruction of the forest. Stores, taverns, and a few artisans settled about the mill. This little hamlet was then the natural location for churches and schools as they came. And so, unconsciously, the mill grew to a hamlet, the hamlet to a village, and perhaps the village to a town. But for the first beginnings we must look back to the mill and the water-power that made it possible.

The Beginnings of the Trent Canal.

The beginnings of the Trent Valley Canal date from the early days of lumbering. This project has been subjected to much criticism and not a little ridicule, but while it was a pitiful failure in accomplishment and was completed half a century too late, the original conception was masterly. The inland townships were covered with magnificent white pine. Existing transportation to the great outside markets was exceedingly expensive, and as a result the timber was cut in a deplorably wasteful manner. A canal system connecting these forest resources with the outside world would have permitted more conservative logging and milling, and for larger profits both to lumbermen and to the government, and would have made it possible to manage the lumber business for perpetuity. Local canal traffic and trans-Ontario traffic would probably have been very limited. Certainly they will be so in the future. But the advantages accruing to the lumber trade would have been a full and permanent justification of the Trent Valley project. It is part of the constant tragedy of human incapacity that the canal was finally completed at a time when the timber had practically disappeared from our borders.

Surveys for the canal were made in 1833 and 1835, and the cost estimated at $933,733. Work was commenced in 1833 but soon languished. By 1843, locks had been built at Bobcaygeon and Lindsay; and by 1853 such local steamboats as the "Woodman" of Port Perry and the "Ogemah" of Fenelon Falls were carrying lumber to Port Perry, whence it was teamed to Whitby. The "Woodman" was the first boat to make the trip and old settlers have said that when her steam siren first raised the echoes on Sturgeon Lake they ran to corral their stock, mistaking it for the howl of a wolf-pack. But with the construction of the Bobcaygeon and Lindsay locks, canal-building ceased for nearly four decades.

The First One-third Century a Pioneer Era.

The ancient Greeks often treated three generations as equivalent to a century. Such a division of the centenary under discussion is strikingly apt and felicitous. The periods 1821-1853, 1854-1887, and 1888-1921, each roughly one third of a century, have certain aspects of development which distinguish them clearly one from another.

The years ending in 1853 are distinctively the period of pioneering. The thought and activity of the county had been almost entirely taken up with the struggle against the forest. Events in the outside world had, indeed, been momentous. An oligarchy at York had almost succeeded in ruining the province in spite of its remarkable natural resources. This pernicious misrule, which had driven 30,000 Canadians across the American boundary in the years 1830-37, was at last revealed to the British government through a pitiful little revolt. Following the investigations and report of Lord Durham, the two provinces were united in 1841, and fully responsible government granted by 1848. But by these developments the little backwoods community was not greatly touched. Its attention was concentrated on the immediate tasks of settlement.

The Establishment of Municipal Institutions.

Certain changes there were, however, which did enter into the lives of all. These were the successive steps by which our present system of municipal government was worked out. Prior to the Union of 1841, all local affairs were managed, or more often mismanaged, directly from the office of the lieutenant-governor. After the Union a system of District Councils composed of elected representatives from the different municipalities was inaugurated. Then by the Baldwin Municipal Act of 1849, the municipal organization which still exists (with minor modifications) was set up. Under this Act each township and incorporated village elects annually by general vote a reeve, or head, and four councillors. If there are 500 electors in the municipality, it is entitled to a reeve, a deputy-reeve, and three councillors, and for each additional 500 electors another deputy-reeve is substituted for a councillor Towns are governed by a mayor and three councillors from each ward elected annually The number of councillors may be reduced by bylaw Towns which have not separated from the county in which they are situated also elect a reeve and deputy-reeves proportionate to the number of their electors The county council is composed of the reeves and deputy-reeves elected for the year by the townships villages and towns These representatives, at their first meeting each year, elect one of their number as Warden or head of the county council

Each county and each subdivision within it, is legally a corporation with a corporate seal and certain specific powers granted it by the laws of the Province Connected with each such corporation are a number of officials The clerk is the most important officer and preserves all records keeps all books and promulgates all bylaws of the council The treasurer receives all funds and makes all disbursements These two appointments are usually permanent Other officials more commonly chosen from year to year are auditors, a solicitor assessors, tax-collectors, fire wardens and firemen, fence viewers, poundkeepers, pathmasters and health officers All the enactments of municipal corporations are executed by means of bylaws issued under seal The powers of all such bodies are, however, strictly specified by provincial statute and any council exceeding its powers may be restrained by the courts, if legal appeal be made

The Second One-third Century a Railway Era.

The second one-third of the centenary, from 1854 to 1887 is chiefly characterized in Victoria County by the building of railways and by the attainment of municipal maturity

In 1857 a railway was completed from Port Hope through Millbrook Bethany and Omemee to Lindsay The track did not cross the Scugog, but followed the east bank around from the present "Santiago" switch to near the Flavelle grain elevators in the East Ward This line was known until 1869 as the "Port Hope, Lindsay and Beaverton Railway," and was then renamed the "Midland Railway" It was not, however, extended to Beaverton until 1871 and did not reach Midland until 1878 In the seventies, it crossed the Scugog by a swing bridge just at the present Carew sawmill A branch line from Millbrook to Peterboro was completed by 1858, but it was many years before the "Missing Link" from Peterborough to Omemee was filled in

The first session of the Ontario Legislature, held in 1867, granted a charter for the construction of a narrow-gauge railway from Toronto to Coboconk This "Toronto and Nipissing Railway" was completed as far as Uxbridge by 1871 and in 1872 the settlers of Bexley were given a free inaugural ride on a long train of flat-cars decorated with evergreens

In that same year the Victoria Railway was projected to run north from Lindsay and through Haliburton County There was an understanding that the road was to pierce through the granite highlands and join the transcontinental line of the C P R (then in the making) at Mattawa. This was to make the road the main route between Northern and Southern Ontario. Some dreamers even urged that it be extended still further through the Temiskaming region and on to James Bay, but the politicians of that day did not see eye to eye with these seers, and Haliburton village, 55 miles from Lindsay, has been the northern terminus since 1878. It is interesting to know, in this connection, that the central girder of the Distillery Creek bridge on this road, just north of Lindsay, was originally part of the Victoria Bridge, Montreal, and was sent here to form part of the new "Victoria Railway." The Irondale and Bancroft branch, running east from Kinmount Junction, was begun in 1880.

The year 1877 saw still another railway joining the county system. An earlier road from Whitby to Port Perry was now brought through to Lindsay by way of Manilla. The Lindsay station for the Victoria Railway and the Whitby and Port Perry Railway was on Victoria Avenue, where the present G. T. R. freight sheds stand.

The next six years saw the construction of a connecting link between Manilla on the Whitby line and Blackwater on the Toronto and Nipissing, the building of the present bridge over the Scugog, the establishment of a through service from Port Hope to Toronto via Lindsay and Blackwater, and the absorption of all the county railways by the Grand Trunk Railway System.

The coming of the railways made great changes in the life of the county. Their first effect was great prosperity, because of the cheap, easy access furnished to outside markets. Then came reaction and great financial depression, for almost every municipality had bonused the railway-builders far beyond its means. Eldon, Somerville and Bexley alone had bestowed $74,000 on the Toronto and Nipissing Railway. And after prodigality came bitterness and the shadow of bankruptcy. However, the lean years did not consume the countryside indefinitely, and the natural wealth of the county gradually asserted itself through the fuller development made possible by the new channels of import and export. Lindsay and the villages served by rail now entered on a period of industrial development. The farm fields in the Southern Townships grew wider and more golden, and the pioneers who once jolted to a backwoods mill with a few sacks for gristing now shipped their thousands of bushels of grain by rail.

The Trent Canal had not shown like progress. For many years the original canal scheme was abandoned and in 1855 all existing works were handed over to a corporation, the "Trent Slide Committee," who kept timber slides in repair and exacted tolls from the lumbermen. In 1870 a great flood destroyed much of the slide system and parts of it were abandoned. The largest construction work of the period was the building of the locks at Fenelon Falls in 1886.

The Development of the Northern Townships

Consequent on the development of rail and water facilities came the opening up of the Northern Townships. There had been a few earlier attempts to colonize Somerville and Bexley but the poverty of the soil and the remoteness of markets had kept settlement within narrow limits. Now came a shortcut to outside markets and a new outburst of activity The Northern Townships were covered with magnificent forests of pine and lumbering was soon undertaken on a large scale The first timber license in Somerville was issued in the season of 1863-64 to one Samuel Dickson. By 1872, the mills at Fenelon Falls and Bobcaygeon alone had an annual output of twenty eight million feet of pine. The lumberman's axe echoed through the forests from the Kawartha Lakes north to Laxton and Longford and far beyond And while this industry flourished and provided a local market for farm produce in summer and employment in the bush in winter, the settlers who spread over this half-sterile country were able to make a living

Victoria County Reaches Maturity in 1861

The same period, the second one-third of the centenary, witnessed the municipal coming of age of the county. In 1850, the Colborne District, of which its townships had for a decade formed a part, was given the new title of "Peterborough County." In 1851 this same municipality became the "United Counties of Peterborough and Victoria," but Peterborough was the dominant partner The Wardens from 1841 to 1860 were as follows —1842-46, G A Hill, 1847-50, John Langton of Fenelon Township, 1851, Thomas Short, 1852-58, William Cottingham of Emily Township, 1859, W S Conger, 1860, Wm Lang

At last, in 1861, Victoria was granted provisional independence William Cottingham, the founder of Omemee, was Provisional Warden Lindsay was chosen as the prospective county town, the present Court House Square in Lindsay was bought, and a start was made at the erection of the Court House and County Gaol Neil McDougall, Reeve of Eldon, was the Provisional Warden in 1862

In 1863 the County buildings were completed. The cost, including that of the Registry Office added in 1874, was about $59,000 The County was now accorded all the rights and privileges of an independent corporation, and the council held its inaugural meeting with great decorum in the new council chamber.

The first Warden of the independent county was Patrick McHugh, Reeve of Ops. His successors since that time have been as follows — 1864, Duncan McRae, Reeve of Eldon, 1865, Wm Cottingham, Reeve of Emily, 1866-68, 1870-72, Joseph Staples, Reeve of Bexley, 1869, 1874, 1876, John Fell, Reeve of Somerville, 1873, John D Naylor, Reeve of Fenelon, 1875, Robt E Parry, Reeve of Bracebridge, 1877-78, Wm L Russell, Reeve of Lindsay, 1879, Chas Fairbairn, Reeve of Verulam, 1880, Dr Geo E Norris, Reeve of Omemee, 1881, Wm Parkinson, Reeve of Mariposa, 1882, Jacob W Dill, Reeve of Bracebridge, 1883, 1886, Nelson Heaslip, Reeve of Bexley, 1884, Thos. Smithson, Reeve of Fenelon, 1885, W H Brown, Reeve of McLean and Ridout, 1887, E. D McEachern, Reeve of Eldon, 1888, John Bailey, Reeve of Laxton, 1889, Dr V C Cornwall, Reeve of Omemee, 1890, Thos H McQuade, Reeve of Emily, 1891, 1905, Adam E Stabach, Reeve of Eldon, 1892, Dr A E Vrooman, Reeve of Mariposa, 1893, Eustace H Hopkins, Reeve of Ops, 1894, Elijah Bottum, Reeve of Bobcaygeon, 1895, John Chambers, Reeve of Fenelon, 1896, Wm C. Switzer, Reeve of Emily, 1897, Dr John W Wood, 6th division, 1898, James Lithgow, 4th division, 1899, Robt Bryans, 2nd division, 1900, John A. Ellis 5th division, 1901 James Graham, 2nd division, 1902, John Austin, 4th division, 1903, John Bailey, 5th division, 1904, Wm Channon, 1st division, 1905 Frederick Shaver, 1st division, 1907, Taylor Parkin Reeve of Fenelon, 1908 Dr Robt Mason Reeve of Fenelon Falls, 1909, Geo A Jordan, Reeve of Lindsay, 1910 Emerson Tiers, Reeve of Verulam, 1911, Robt A Cullen Reeve of Somerville, 1912, James Steele, Reeve of Eldon, 1913, A E Bottum, Reeve of Bobcaygeon, 1914 Alfred E Vercoe, Reeve of Mariposa, 1915, Robt J Mulligan Reeve of Omemee, 1916 Jas Robertson Reeve of Ops, 1917, Alfred E Tiers Reeve of Fenelon Falls, 1918, Richard Hawkins, Reeve of Eldon, 1919, Alex Morrison, Reeve of Somerville, 1920 Robt W Wilson, Reeve of Emily, 1921, John Alton, Reeve of Carden

The first County Clerk and Treasurer was Mr S C Wood, of Taylor's Corners who fourteen years later became Provincial Treasurer under Sir Oliver Mowat He was succeeded in the Clerkship by Mr Thomas Matchett Mr J R McNeillie, the present incumbent took Mr Matchett's place in 1900, after twenty-five years of training as a subordinate in the same office

Canada, Also, Reaches Higher Unity.

This second one-third of the centennium witnessed the coming of age not only of Victoria County but of modern Canada as well In 1867 a federal Dominion was organized with Nova Scotia, New Brunswick, Quebec and Ontario as its provinces One of the terms of union was the construction of the Intercolonial Railway to connect the maritime provinces with those farther west In 1869 the Northwest Territories were purchased from the Hudson Bay Company, and in 1870 Manitoba was organized as a province The Pacific colony of British Columbia entered the federation in 1872 with the understanding that a transcontinental railway, the Canadian Pacific, should be constructed The C P R was completed in 1885, and in the following year the Northwest Territories, now Saskatchewan and Alberta, were given representation in the Senate and House of Commons at Ottawa. Thus by 1887 the governmental scaffolding of modern Canada was practically complete

Final One-third Century, a Modern Era.

The closing one-third of the centenary has witnessed the steady erection, within this scaffolding, of a strong and promising edifice. Canada's population has increased from four and a half millions to nine millions Alberta and Saskatchewan attained provincehood in 1905 Our material wealth has increased abundantly A national self-consciousness has been awakened by our participation in a world war, and our representatives have upheld in the Assembly of the League of Nations our character of nationhood within the wider solidarity of British federation

The history of Southern Ontario during these thirty-three years has taken a course different to that of the western provinces and to

her own earlier tendencies. The outstanding features of this new development have been the incorporation into our civilization of the achievements of scientific invention, the tremendous development of urban industrial life, and a concomitant decline in our rural population.

The changes in Victoria County have been typical of these wider transformations. The railway system has been still further extended by the addition of the Bobcaygeon-Burketon line of the C. P. R. in 1904 and the C. P. R. grain line from Port McNicholl to Bethany in 1912. The Trent Canal has at last been completed after half a century of shuffling and procrastination. A new policy of road construction entered upon in 1917 has entailed an expenditure of over two hundred thousand dollars on the roads of the county during 1919 and 1920 alone.

Conveniences have been distributed in great detail throughout the countryside. The farmer is seldom without his telephone. His mail is delivered at his gate. The automobile takes him to town at speeds once fabulous. Perhaps a tractor drags his plough untiringly. The urban dweller has water service, electric light, and the cheap diversion of the cinematograph. Life is now one hundredfold easier than it was for our grandparents.

Another notable phenomenon has been the urbanization of industry. Manufacture, no longer dependent on local water-power and seeking the most advantageous location with respect to labor and commercial markets, has developed in the larger cities. Urban competition has stifled the little shops and factories that flourished forty years ago in every country village.

In North Victoria this decline has been further complicated by the practical disappearance of lumbering. The magnificent pine forests of earlier times were slaughtered with no thought for the future and the country was left in its naked sterility of scarred rock. The decline of lumbering meant also the decline of shipping. In 1881 thirty-three vessels plied on local waters; in 1920 there were scarcely three. Thus the economic functions of the county system were simplified to the agricultural production of farms, a little manufacturing, and the retail distribution service of Lindsay and the larger villages.

Along with the amelioration of modern life and the urbanization of industry has come a rapid decrease in rural population. In 1883, the county, apart from Lindsay, reached its maximum of 25,133. In 1920 the total was 16,810, a decrease in one generation of 8,323, or 25 per cent. Lindsay stood at 7880, an increase of forty-three per cent. All the villages have declined in recent times.

The county assessment, however, has increased from $4,341,880 in 1881 to $10,895,814 in 1883 and $20,714,088 in 1920. This appears to be a substantial advance, but if we stop to compare the actual values represented by one dollar in 1883 and in 1920 respectively, we shall find food for serious rumination.

We have thus sketched in outline the history of Victoria County over a period of one hundred years. We have followed the development of three distinct eras: the pioneer era which closed with the full development of municipal institutions; the railway era, in which the county attained municipal maturity and its maximum population and prosperity, and the modern era, in which certain radical changes have become manifest.

Chapter II.

The Southern Townships

The six townships, Emily, Ops, Mariposa, Verulam, Fenelon, and Eldon, which lie in a double tier in the southern half of Victoria County, have a history somewhat different from that of the seven townships of the north. Not only were they opened up a generation earlier, but the natural conditions of land and soil have given them a past development and a future destiny dissimilar to that of Bexley, Somerville, Laxton, Carden, Digby, Dalton and Longford. The highest usefulness of the former will always be found in agriculture; the latter will serve coming generations best as a land of park and forest.

The story of the Southern Townships tells of steady progress from pioneer hardships through toil to prosperity. A general account of the changing social and economic life of the century has already been given in Chapter Number One. In passing now to a more intimate account of the early settlements in each township we shall place against that background the actual men and women, still cherished in local memory, who bore the brunt of pioneer stress and sacrifice.

(A). The Beginnings of Emily Township.

Emily Township is named after Emily Charlotte, daughter of Lord George Lennox and sister of the fourth Duke of Richmond, Governor-General of Canada from 1817 to 1819.

The township is in the southeast corner of the county. It is approximately square and has an area of about one hundred square miles. In the south it is broken by low hills but becomes merely rolling in passing to the north. Pigeon Creek enters at the southwest corner and crosses diagonally towards the northeast, where it widens into Pigeon Lake. Chemong Lake is on the eastern boundary and the much smaller Emily Lake on the north. The basic subsoil is made up of glacial clays and is commendably fertile.

In 1819, some slashing was done on Lot 20, Concession 2, by David Best. He then went back to Cobourg, however, and before his return in 1820, Humphrey Finlay and his wife came in and located, thus earning their later title of "King and Queen of Emily." In the autumn of 1820 Maurice Cottingham, his sons, William and Samuel, and one James Laidley pushed in farther through the pathless forest to Pigeon Creek, which they bridged by felling two oak trees into it from opposite banks. Beside the stream, about where Omemee now stands, they did a little underbrushing and clearing, but retreated to Cavan, for the winter.

In March, 1821, the township was formally opened for sale and attached to Durham County, the western half of the Newcastle District (See Annual Report, Ontario Bureau of Archives, 1913). Samuel Cotingham and James Laidley now returned in the early spring and built a log cabin twelve feet by fourteen, in the deep snow. Wm Cottingham and his father soon joined them. Clearing prospered, and in the early summer they planted corn, potatoes and wheat.

That same year a party of four hundred Protestant Irish from the County of Fermanagh set sail for Canada and settled in a body in South Emily and in Cavan Township, Durham County, which lies directly to the south of Emily. From this contingent come the modern family names of Adams, Allen, Armstrong, Belfour, Beatty, Bedford, Collum, Cornell, Curry, Davidson, Dixon, English, Evans, Fee, Grandy, Hanna, Hartley, Hughes, Irons, Ivory, Jackson, Johnson, Jones, Knowlson, Lamb, Matchett, Mitchell, Moore, Morrison, McCrae, McNeely, McQuade, Neal, Norris, Padget, Redmond, Reel, Robinson, Sanderson, Sherwood, Stephenson, Thornton, Trotter and others.

The southern concessions were soon dotted with clearings, each with its cabin and its scanty crops among the stumps. At first the nearest mill was at Port Hope, thirty-five miles from Omemee, but a man named Deyell undertook to build one in Cavan, on the site of modern Millbrook, which is only ten miles from the Emily boundary. Here they took their sacks of grain by a narrow bush road, only one of whose drawbacks was a morass a mile wide which often threatened to engulf those who ventured through it. At last, in 1825, William Cottingham erected a rough mill building beside Pigeon Creek, and equipped it with two mill-stones which an American named Myles had cut and dressed in the woods near by.

The Robinson Immigration

In this same year, when the Protestant Irish of South Emily were rapidly becoming a coherent community, the British government arranged for the immigration into Canada of a contingent of 2,024 Irish Catholics from County Cork. This enterprise was supervised by the Hon. Peter Robinson, a brother of John Beverley Robinson, the chief mandarin of the Family Compact. They sailed from Cork in May 1835 and reached Quebec after a voyage of thirty-one days. They then proceeded immediately to Kingston where they spent two weeks in tents. Dysentery and fever and ague worked havoc among them here, and there were as many as eleven funerals in a single day. From Kingston they travelled to Cobourg by lake steamer and thence on foot and by ox-cart over twelve miles of almost impassible trail to Gore's Landing on Rice Lake. A sixty-foot Durham boat then carried them in daily parties of thirty up twenty-five miles of the Otonabee River to a concentration camp at a hamlet which was then called "Scott's Plains" (after one Adam Scott who had built a mill there early in 1825) but which was renamed "Peterborough" in 1827 as a compliment to the Hon. Peter Robinson. While the immigrants were gathering here, Mr. Robinson let many profitable contracts to earlier settlers to slash bush roads into surrounding territory, to act as guides to the immigrants who went out to choose their respective 100-acre lots, to build log shanties on these lots at an average cost of ten dollars each, and to rent their carts and oxen for the transportation of the incoming women, children and baggage.

Into Emily came 142 families, that is, about 700 persons or a little more than one-third of the entire immigration. These families were all located in a block in the north half of the township, and thus it came about that North Emily was as solidly Catholic as South Emily was solidly Protestant, while both were Irish.

Practically all of the new colonists were established on their lots in the autumn of 1825. The British government now issued them free rations for eighteen months on a basis of one pound of pork and one pound of flour per man per day. Each family was also given a cow, an axe, an auger, a hand saw, a hammer, one hundred nails, two gimlets, three hoes, a kettle, a frying pan, an iron pot, five bushels of seed potatoes, and eight quarts of Indian corn.

A tradition has been handed down in Protestant Emily that no work was done in the northern concessions until all the government rations had been eaten up. Official statistics, however, show this bitter tale to be born of prejudice and not of truth. During the first year, though fever and ague left every family to mourn its dead and touched the living with a constant palsy, these Catholic pioneers cleared away 351 acres of pine forest, raised 22,200 bushels of potatoes, 7,700 bushels of turnips and 3,442 bushels of Indian corn, sowed 44 bushels of fall wheat for the next season's crop, and made 22,380 pounds of maple sugar. They also purchased on their own account 6 oxen, 10 cows, and 47 hogs. It is evident that they did not eat the bread of idleness. (See Third Report of Emigration Committee, British Parliament, 1827, page 431.)

The Mill Village of Omemee.

The mill built by William Cottingham in 1825 became so important as a base of supplies during this Robinson immigration that a store was opened beside it in 1826. This was the nucleus around which the modern Omemee has grown.

In 1835 a post office was established here with Josiah L. Hughes as postmaster. This post office was called Emily, but the hamlet was known generally as Williamstown—doubtless equivalent to "William Cottingham's town." In 1835, also, the first school was built on the site of the later Bradburn's Hotel. James Laidley and Captain Hancock were amongst the earliest teachers.

The first preachers to come in had been Methodist pioneer missionaries or "saddlebags." Prominent amongst these was the Rev. "Daddy" Sanderson, known irreverently throughout the township as "Little Peculiarities," because his invariable reproof to those whom he heard criticizing others was: "You know we all have our little peculiarities." In 1826 a church, used chiefly by the Methodists, was built on the northwest corner of Lot 13, Concession 2. An Anglican clergyman, the Rev. Mr. Thompson, famed locally as a classical scholar, used to come in from Cavan and hold services in private homes. In 1835 an Anglican church was built at Williamstown and the Rev. M. Street, of Cobourg, became the first resident clergyman. A Methodist church was begun in the village in 1836, but took several years to finish. The first Presbyterian minister was the Rev. Mr. Dick, who was succeeded by the Rev. Mr. Ewing.

In the forties the name of the village was changed to Metcalfe A business directory of 1850 gives the following names —William Cottingham, miller, lumber merchant carder and fuller, Robert Grandy, postmaster, Richard Galbraith, distiller, Wm Kells, teamster, C Knowlson merchant, Wm Matchett, merchant, W Beatty, merchant, Rev John Burk R C priest, Rev Robert Harding, Anglican priest, Rev John Ewing, Presbyterian minister

The Port Hope Lindsay and Beaverton Railway was built through the township in 1857, but the station was placed at an extraordinary distance from the village This was apparently done by the railway company out of spite because the bonus paid them had fallen short of their demands

The name of the village was now changed to Omemee, after the Omemee or "Pigeon" family of Mississaga Indians who had long made this neighborhood their hunting-ground The names of Pigeon Creek, Pigeon Lake, and Omemee have thus a common origin

Incorporation as a village was secured in 1874 The first Village Council was constituted as follows —Reeve, Wm Cottingham, Councillors Jas Ivory, Wm Neil John English and Copeland Laidley Its officials were —Clerk C Knowlson, Treasurer, W S Cottingham, Collector, S English, Assessors J Ritchie and W H Hill

Omemee reached its maximum of prosperity and population in 1873, when it had 835 inhabitants There were then three churches a high school and a public school a grist mill, two sawmills, a tannery a foundry, a shingle mill a cloth mill, four hotels and several stores The "Warder," now of Lindsay, had been published in Omemee from 1856 to 1867, but its successor in the seventies was the "Herald," now defunct

By 1920 the population had dwindled to 467 The industrial competition of the cities has had a blighting effect on local manufacturing and the general decline of the countryside has been reflected in village life it still functions however, as the natural economic focus of the township

There has been no other considerable village in Emily The quondam post office of King's Wharf dates from the time of the Robinson immigration and a Roman Catholic church built in the forties at "Downey's Cross" has been surrounded by the modern hamlet of Downeyville

The original "St Luke's" church was a log structure put up on the present cemetery site by Father Fitzpatrick of Lindsay The first resident priest at Downeyville was Father Burke, appointed in 1851 Under his successor, Father Coyle, a new frame church was built in 1858 This church was bricked over and remodelled in 1894, during the incumbency of Father Bretherton

The Municipal History of Emily.

The municipal history of Emily may be said to commence in 1824 when Samuel Cottingham collected the first taxes amounting to sixteen shillings and carried them to the Treasurer of the Newcastle District at Cobourg His commission as collector was one shilling, and his expenses in the undertaking, borne by himself, amounted to several shillings

The Colborne District was formed in 1841 and allegiance transferred from Cobourg to Peterborough A new system of local government was now inaugurated, whereby each township had local officials, wardens, and a clerk, a tax-collector and an assessor, and also elected representatives to a District Council at Peterborough Jos L Hughes, the postmaster at Williamstown, and Wm Cottingham, the miller, were the first District Councillors from Emily They, along with Dennis Hullehen were also Township Wardens The Township Clerk was Christopher Knowlson, the Collector Hugh Collum, and the Assessor, James English The chief work of the township officers lay in the extension of roads and schools Economy seems to have been strictly observed, for the township accounts for the period 1848-49 shows a total expenditure of only thirty two dollars

In 1850 the Colborne District became Peterboro County and the modern system of municipal institutions was established The first Township Council under this form of administration comprised the following —Reeve, Wm Cottingham, Councillors Wm Buck, Thomas Fee, Christopher Knowlson, and Michael Lehane The official appointments were —Clerk Robert Grandy, Treasurer, Thomas Mitchell, Assessor, James English, Collector, Arthur McQuade, Auditors, T Crawford and H Sherwin, Superintendent of Schools, Dr Irons

Recent Statistics of Interest.

The last Dominion Census, taken in 1911, shows that the racial strains and religious cleavages of early days still persist with great distinctness The chief stocks represented in Emily, including Omemee, were as follows —Irish 2,117, English, 352, Scotch, 114 The main denominational groupings were —Methodists, 979, Roman Catholics, 863, Anglicans, 493, Presbyterians 242

The total resident population of the township apart from Omemee was 2554 in 1880 The assessment returns of 1920 show that this rural population has dropped to 1656, a decrease of over thirty-five per cent The county assessment of Emily, however, stands now at $1 664,018 which is nominally twice that of 1880

(B). The Township of Mariposa.

Mariposa is the Spanish word for "butterfly" No record or even legend persists to explain through what whim of early officialdom a backwoods township was so named

Mariposa township was surveyed in 1820 and formally attached to Durham County Newcastle District in 1821 In shape it was originally a rectangle, nine miles from east to west and fifteen from north to south There was added to it later, however a broken southern front on Lake Scugog, now known as concessions A, B, C, and D, Mariposa, but formerly attached to the township of Cartwright, which now lies entirely on the south side of the lake The other municipal neighbors of Mariposa are Ops and Fenelon on the east, Eldon on the north and Brock, in Ontario County, on the west Its superficial area is 75,102 acres The land surface is moderately undulating with a very immature drainage system The chief stream, known variously as Big Creek, Black Creek, Davidson's Creek, West Cross Creek, and Mariposa Brook, rises in swamps near Manilla on the western boundary, flows eight miles northeast to about Lot 13, Concession 13, then turns directly south until it passes Little Britain on Concession 4, and finally turns east to pass out of the township on the 3rd Concession and empty into the Scugog River in Ops. The meagre flow and gentle current of even this main stream and the consequent lack of any considerable water-power is beyond doubt the explanation for the absence of any outstanding village in Mariposa. The soil, however, has always surpassed in richness that of any other township in Victoria. Once the heavy timber had been removed, it held, as it still holds, an easy leadership in agricultural prosperity.

This well known fertility of the township resulted in the blocking of general settlement until nearly a decade after the major immigration into Emily. For the Canada Company secured large concessions here, George Strange Boulton of Port Hope, the Family Compact member for Durham, arranged for a rich grant to himself, and lesser octopuses were not wanting.

For many years Mariposa was visited annually by these economic parasites, who came in to inspect and invest for speculation, but not to occupy the land. At last in 1827, S. Patterson, of Markham, Ontario, settled near the modern Manilla. Others who located prior to 1830 on land near Manilla which they purchased from the Canada Company at from $1.50 to $2.00 per acre were the Ewings, McLeods, Houghs, McPhersons, Pillings, and Winters. Just before and during 1831, a large contingent of Scotch settlers, chiefly from Argyleshire, poured in along the Eldon boundary on the north. Amongst the families who overflowed on the south side of the line were the Blacks, Cathins, Campbells, Charltons, Copelands, Grants, Irishes, Kinnells, McCrimmons, McCuaigs, McGinnises, McLeans, Ringlands, Spences and Wicks. In 1831, also, the Edwards and Williams families took up land along the western boundary and one Samuel Dick built his cabin in the hardwood forest near the site of modern Oakwood. His nearest neighbors on the east were at Purdy's Mills, nearly nine miles away. In this same year, when actual settlers began to increase and set about the improvement of the land, the blowfly swarm of speculators became so numerous and importunate that the Land Office refused to grant any further locations without an express pledge of settlement. Fortunately men were not lacking to undertake such pledges. For the next three years there was a steady immigration of settlers of the very best type, chiefly Canadian-born pioneers of the second generation whose fathers had hewn out prosperity in the front townships of Northumberland County and in the Ontario County townships of Whitchurch and Markham. Most of these families settled in the centre of the township, along "Big Creek." Amongst them were the Armitages, Bacons, Bannells, Davidsons, DeGeers, Delongs, Dundases, Haights, Hubbells, Lakes, Lloyds, Marks, Minthorns, McNeils, McWilliams, O'Briens, Penroses, Piersons, Readers, Richardsons, Roadhouses, Taylors, Tifts, Waites and Weldons. From 1834 to 1837 a few more families drifted in each year. Prominent among those who settled in the eastern part of the township were William Brown, William Bowes, and John Crnes, a Quaker. For many years yet there was little or no communication between the Canadian-born settlers in the centre of Mariposa and their Scotch neighbors on the northern border, for a deep tract of difficult forest, held by speculators, intervened. There were likewise very few early settlers in the extreme south of the township.

All of these pioneers in Mariposa came in from the south and southwest and not by way of Peterborough, Cavan, or Emily. Supplies were first obtained from Newmarket, then from Prince Albert, on Lake Scugog, and finally from Port Perry. Trade was not opened up with Lindsey until very much later. In the beginning, the nearest post office for the receipt and despatch of mails was at Butcher's Point on Lake Simcoe. Then Prince Albert was for a short time the closest centre for mail, until "Mariposa" post office was opened at what is now Manilla.

By 1850 the population of the township had risen to 1863, only 369 fewer than in 1920. The harvest of that year included 70,000 bushels of wheat, 41,000 bushels of oats, 14,000 bushels of peas, 33,000 bushels of potatoes, 31,000 bushels of turnips, 32,000 pounds of maple sugar, 10,500 pounds of wool, and 4,000 pounds of butter. This represented, however, only a small portion of the effort of that day, for the great task of each farmer was still the conquest of a virgin forest of oak and maple. Such crops as were exported were teamed in the winter-time south to a village (now deserted) called Port Hoover, on the north shore of Lake Scugog, thence across the lake to Caesarea, in Cartwright, and south by road to Port Whitby, on Lake Ontario.

Municipal organization in the early thirties was very slight. Louis Wieters was the first tax-collector and E. R. Irish the first Township Clerk. The personnel of the Magistrate's Court for Mariposa and Eldon combined comprised Messrs. Irish, Ewing, Williams, and Calkins. Samuel Davidson represented Mariposa at Peterborough on the first Council of Colborne District in 1842. The first Township Council after the Municipal Act of 1849 included the following:—Reeve, John Jacobs, Councillors, Samuel Davidson, Obadiah Rogers, Robert Whiteside, and William Ramsey; Clerk, A. A. McLaughlin, Treasurer, James Thorndyke.

A Business Directory of Canada published in 1850, gives the following names in Mariposa:—Coulter's Corners (now Manilla): Mary Douglas, Postmistress, George Smith, merchant, L. McKinnon, carpenter, D. McLean, carpenter. Oakwood: A. A. McLaughlin, Postmaster and inn-keeper, Thomas Marks, inn-keeper.

A Trio of County Villages

Mariposa is easily the most fertile township in Victoria County. It lacks, however, two of the most efficient factors in the development of village life. There is no abundance of waterpower and no focusing of railroads. The old Indian portage of Ouigoning at the rapids in the Scugog River in Ops has had both and has therefore become the site of Lindsay, the only town in the county. In Mariposa, on the contrary,

there have been three small villages, Manilla, Oakwood and Little Britain, none of them incorporated, which have grown up around a Post Office, a Township Hall and a small mill respectively.

MANILLA straddles the boundary between Victoria and Ontario Counties on the line between the 8th and 9th Concessions of Mariposa. The germ of the present village was the Post Office opened up here in 1837 in the log store of Jacob Ham. For six years this was the only Post Office for the township. Soon afterwards the Bible Christians built a church, which was rebuilt of brick in 1871. The Presbyterians built in 1853, the Baptists in 1856, the Congregationalists in 1860, and the Methodists about 1870. A certain amount of trade and industry also gathered about this centre. In 1881 the village boasted a flour mill, run by steam because of the absence of waterpower, a rake factory, and half a dozen stores.

OAKWOOD is situated on blocks off lots 15 and 16 in concessions 8 and 9. The name is derived from the heavy forest of oak which originally covered this neighborhood. James Tift settled here about 1833 and may therefore be regarded as the father of the village. In 1843 a Post Office was established with A. McLaughlin as Postmaster. Peter Perry of Whitby opened a store in 1844 and in the following year a Township Hall was built. The Hall has been rebuilt once since that time but has never ceased to be the municipal focus of the township.

The first tavern or hotel at Oakwood was run by Thomas Marks. He was succeeded by Thomas Hueston and he in turn by William Banks, who carried on the business for nearly twenty years.

The first church was built by the Bible Christians in 1859. The Episcopal Methodists built five years later, the Canada Methodists in 1858, and the Anglicans in 1860.

Oakwood reached the peak of its prosperity in the eighties. In 1888 its population was about 330. Of that number there were 75 children between the ages of seven and eleven and 127 between the ages of five and twenty-one. Oakwood took just pride in her young people in those days.

The chief business firm in 1888 was the general store of Hogg Bros., with which was associated a 30,000 bushel grain elevator at Mariposa Station, a mile from the village. To this elevator came Mariposa's export trade in cereals, and its clover seed, which has gained a wide reputation. Hogg Bros. also managed the Post Office and telegraph office. Other units in the commercial aggregate were A. Cameron's general store, M. N. Anderson's tailor shop, William Brunker's hotel, Alfred Lake's machinery depot, Thomas Staples' blacksmith and carriage works, Nicholas Hill's blacksmith and carriage works, George Humphrey's carriage works, W. H. Harper's harness shop, and Robert Brord's hardware store.

Prominent citizens of that day were James Thorndyke, J. F. Cunnings, Robert Webster, Sr., William Webster, Jesse Weldon, Sr., W. A. Silverwood, John Coad, David King, Richard Hancock, and A. Lake.

The first mile of concession road east from the village is bisected at right angles by Mariposa Brook. The neighborhood of this intersection, known locally as "The Crick," was once busy with tanning and gristing, but by 1888 a brick-yard and a livery stable were all its boast.

The next cross-roads to the east again was known as East Oakwood or Taylor's Corners Here the Hon S C Wood, before the days of his political bloom, did business in "The Stone Store" In the eighties John Maunder and William Wakeley manufactured wagons and carriages here

LITTLE BRITAIN is on lots 15 and 18, concessions 4 and 5, four miles straight south of Oakwood on the old grain route to Port Hoover It is built almost at the intersection of Mariposa Brook and a small tributary which flows through the village from the west It was founded by Harrison Haight, who settled here in 1834 and three years later built the first mill in Mariposa This mill, which was not demolished until 1910, required the efforts of nearly the whole countryside for its erection, for its beams and posts were of ponderous white oak At this time there was no bridge over the creek and no road between Little Britain and Oakwood Robert F Whiteside was the village's chief merchant and leading citizen during the pioneer period In 1850 the Christians opened a church and in 1852 the Bible Christians followed suit A Post Office was not opened until 1853

The year 1888 saw Little Britain the largest business centre in the township The chief industries were Joseph Maunder's carriage and blacksmithing works, Wm Burden's carriage and blacksmithing works, Maunder's sash, door and planing factory and shingle mill, Edwin Mark's foundry and implement works, Isaac Finley's steam roller flour mill, and Davidson's flour mill W H Pogue, S H Metherell, J Weldon and T H Morton ran general stores T H. Morton also had the Post Office H C Wills owned a grocery store and also ran the stage to Mariposa Station A M Rusland had a tinware store, R Smith a furniture store, S Champion a tailor shop, and both Wm Rodd and John Eck harness shops Joseph Jenkins ran the village hotel

The chief sanctuaries were the large Methodist church on Mill Street West, presided over by the Rev William Briden and his assistant, the Rev S H Anderson, and the Christian church, tended by the Rev J C Pilkie

Prominent among the pioneer names in and about Little Britain are those of Broad, Cory, Davidson, Dix Eakins, Glass, Glennie, Greenaway, Hall, Henderson, Johnston, King, Marks, Metherell, Netherton, Perkinson, Prouse Rays, Rodman, Slemmon, Stewart, Wellis, Webster, Whiteside, and Wickett

None of these three villages, Manilla, Oakwood, and Little Britain, have attained dimensions sufficient to command incorporation The reason, as already suggested, lies in the absence of power for industry and in the fact that no railway station has been placed within a mile of their borders Whether this represents the balanced result of village plotting and counter-plotting in the days of railway construction, or whether the railway-builders were inadequately bonused, or whether the present route of the Whitby-Lindsay division was the necessary choice of civil engineers, is somewhat uncertain. In any case, the railway has contributed nothing to the growth of these centres.

There are no other villages in Mariposa. Woodville is an incorporated village on the Eldon boundary but is usually reckoned as belonging to the latter township, even though part of its population has spilled over on the 15th concession of Mariposa. Linden Valley in the northeast, Glandine on the Ops boundary, Valentia in the southeast and Fingerboard in the southwest are former postal hamlets with little more than a church and a smithy. Cresswell is a hamlet on the Whitby-Lindsay division just south of Manilla Junction. Grass Hill is a station on the Coboconk division at the Eldon boundary. A grain warehouse is its chief ornament.

A Section on Recent Statistics.

The Dominion census of 1911 throws interesting light on the population of Mariposa. The chief racial strains represented were as follows.—English, 2,321, Irish, 733, Scotch, 846. The denominational subdivisions were as follows.—Methodists, 2,678, Presbyterians, 757, Anglicans, 125, Christians, 114, Baptists, 43, Roman Catholics, 28. The population of Mariposa has fallen off remarkably during the last generation. From 1871 to 1920, it dropped from 5363 to 3132, a loss of 2231 or over forty one per cent.

The assessed value of real and personal property within the township was set at $2,480,275 in 1888 and at $3,722,225 in 1920. This latter figure is greater than the assessment of Eldon and Emily combined, and more than twice the total value of Somerville, Bexley, Laxton, Carden, Digby, Dalton and Longford.

(C). The Township of Ops.

The township of Ops is named after the Roman goddess of plenty and fertility. Ops was the wife of Saturn and the patroness of plenty.

The choice of such a name was not inept. The township is made up of a blanket of rich clay loam spread over a bed of comparatively level limestone. In outline it is a rectangle ten and a half concessions, or about nine miles, from west to east, and twenty-eight and a half lots, or some eleven miles, from south to north. Its area is divided into approximate east and west halves by the Scugog River, which flows from Scugog Lake in the southwest corner of the township into Sturgeon Lake, near the centre of northern boundary. The town of Lindsay is built beside the river on Lots 19, 20, 21 and 22, Concessions V and VI, or almost in the centre of the north half of Ops. The Scugog has several tributaries. East Cross Creek, which joins it on Lot 9, Concession IV, divides into two main branches on Lot 5, Concession V, one arm, East River, pushing southward far into Cartwright Township, Durham County, and the other, Stony Creek, stretching east to the 9th of Ops and thence in a general northerly direction past Reaboro into a long swamp that extends even beyond Byrnell Station, near the northeast corner of the township. Just opposite the mouth of East Cross Creek, Mariposa Brook, or West Cross Creek, debouches into the Scugog. This stream drains most of Mariposa Township, to the west. Smaller auxiliaries to the main river are Sucker Creek, which enters from the east just south of the Lindsay Protestant cemetery, and the Old Distillery Creek (formerly known as Logie's Creek or Hopkins' Creek) which drains a swampy area to the north-west of Lindsay. In the early days, nearly all the streams of Ops were associated with wide tracts of marsh and bog that long proved a stubborn obstacle to farm development.

Pioneers in Southwest Ops.

The first grants of land in Ops that can be traced in the provincial archives at Toronto are to Patrick and John Connel, brothers and Irishmen, and were made in December, 1825. John Connel settled on Lot 3, Concession I, and Patrick on Lot 7, Concession II. The latter, who was known for the rest of his life as "King Connel," was ultimately buried on his farm, where his grave may still be seen. The Order-in-Council by which the land was given him reads as follows:—"In Council, 23rd December, 1825. Ordered that Patrick Connel, a native of Ireland, now of the town of York, yeoman, who has a wife and six children, shall receive a grant of two hundred acres of land. Regulations, 31st January, 1824, as explained in Council 29th April following. (Sgd.) John Beikie, Comptroller." The document bears the following endorsements:—"Warrant No. 4957. Patrick Connel. O'C, Dec. 1825. Regd. 31 January 1824. Certified to be located by the Hon. P. Robinson, 27th March, 1826. Lot 7, 2nd Con. Ops, 200 acres."

The next recorded grant was on March 30, 1826, when a clear patent for 2833 acres for given to one Duncan McDonell, of the village of Greenfield, Glengarry County. McDonell had conducted the government survey of Ops, and was thus paid in land instead of cash. The allotments which made up his estate were as follows: Lot 1, Con. I, Lots 14, 16, and 19, Con. III, Lot 13, Con. IV, Lots 13, 19, and 24, Con. V, Lots 8, 17, and 19, Con. VI, Lots 17 and west half 27, Con. VII, Lot 26, Con. VIII, Lot 5, Con. X. These lots, which were doubtless singled out by him as the choicest morsels in the township, have the following owners at the present day:—I. Goodhand, Allen Irvine, W. Waldon, Leo Gunn, John Johnston, Thomas Hickson, Dennis Fitzpatrick, Walter Cornell, William Cornell, P. J. Murphy, Senator George McHugh, E. W. Jennings, W. E. Curtis, Wm. Reeds, James Carlin, D. Twohey, Daniel Murphy, John Brown, Robert Brown, T. Giltenan, W. Wilson, Allen Currins, R. B. Agnew, D. V. Pogue, Eliza Pogue, Fred Dawson, J. Shaw, and L. Shaw. The Duncan McDonell grant also included all that portion of Lindsay which lies south of Durham Street, a full one-quarter of the entire town.

McDonell himself never settled in Ops, but two of his assistants, Pat Lee and Dan Shanahan, took up small grants and remained to work them. Lee settled on Lot 5, Concession II, which lies on both sides of the Scugog. The eastern portion, totalling 107 acres, and now owned by Robert Jordan, he left in bush, while the western fragment, amounting to only 22 acres, he occupied and cleared because neighbors were closer at hand. This latter portion is now part of James O'Reilly's farm. Shanahan, the other of McDonell's men, located on Lot 3, Concession III.

Patrick Dann was a very early settler, who is supposed to have squatted on the north half of Lot 12, Concession V, long before the township was opened. John Ferris, an immigrant from Antrim, Ireland, bought this property from him in 1830. John Brady visited the township in 1822, but left again and did not return to settle permanently until 1827. In the following year three brothers, Philip, Patrick, and James Murray, settled side by side on Lots 9 and north one-half 8, Concession V. About the same time a number of families from a single neighborhood in South Ulster entered in a body. Amongst these were Michael Brady, Terence Brady, Edward Murphy, Patrick Hoey, and Bryan Hoey. About 1829 John Maloney, Dennis Twohey and John Jones settled on Lots 17, 18, and 19, Concession IV. Other early pioneers in the southwestern part of the township were Michael Lenehan, Oliver Bourke, John Pyne, Thomas Pyne, Michael O'Brien, Patrick Hannavan, the Hazeltons, Hydes, Millers, and others. Roger McHugh, grandfather of Senator George McHugh, settled on Lot 14, Concession V in July 1832. He was a discharged Irish sergeant from the 3rd Garrison Battalion and this 200 acres was a free pensionary grant, even stationery being charged to the Crown, as stated in the Order-in-Council, Warrant No. T 57.

The Eastern Concessions

Most of the earliest settlers in Southwest Ops came by way of Bowmanville or Whitby and Port Perry. Meanwhile, however, another area of settlement was developing along the eastern concessions, and by the eighteen-thirties the general route into Ops was from Emily and not from south or southwest.

The first permanent settler on the eastern boundary was Abner Cunningham, a Robinson immigrant, who came in early in 1826. Cunningham had four sons, Joseph, Joshua, John and Abner. Near neighbors were the Sutherlands, Nugents, Powers, O'Donells, Scullys, and Cornells. David and Charles Cornell, though at this time transplanted from Limerick County, Ireland, were really descendants of Palatine refugees who had been granted an asylum there in the reign of Queen Anne. James Macdonald and John Blayloch were old Peninsular War veterans who settled hereabouts. The former lived to be an active man at 108 years of age.

Thomas Rea was a man of prominence in this neighborhood. Rea was a native of Fermanagh, Ireland, and had mastered the crafts of carpenter, cooper, smith and weaver. He came to Canada in 1820, but sojourned temporarily in York and in Mulmur Township, Dufferin County ,before settling finally in Ops, on Lot 7, Con. X. Here he secured a government contract to build a road extending from Lot 5 on the Emily boundary up as far as John Wather's farm, Lot 15, Concession VII, and passing diagonally through the modern hamlet of Reaboro, so named in his honor. A few years later this same locality was noted for a stone house, built and occupied by one Francis Kelly, who handled the stage route west from Peterborough over this road. Among the early settlers west of Reaboro were the Connollys, Walkers, and McDonoughs, who came from Fermanagh.

South and Centre.

William Reynolds and his brother Robert were pioneers in the Mt. Horeb neighborhood. They were natives of Tipperary, Ireland. Duncan Fisher settled on Lot 12, Con. VIII in 1828. His sons were Peter and Donald. The former died in 1915 in his ninetieth year, and the latter in 1920 in his ninety-fourth year. The Skuces and Pogues also located early in the southern part of the township.

The original reservation for the site of Lindsay was a 400-acre tract comprising Lots 20 and 21, Concession V. Prominent among the land owners near at hand were Capt. John Logie, a naval officer, who held 700 acres, namely, Lot 18, Concession VI, on which he himself lived in a frame house near the river bank, Lot 24 and the north half of Lot 23, Concession IV, which later passed into the hands of the Hopkins family, and Lot 20, Concession VII, now occupied by two of his grandsons, Messrs. Henry and Robert Logie. A man named Moe owned 400 acres immediately adjoining the townsite on the north end. Duncan McDonell of Glengarry held an equal reservation just south of the site.

Some Annals of the Scugog.

The history of the growth of Lindsay will be given later in a separate chapter.

The story of Scugog River may, however, be appropriately included in the present sketch, and in its telling we shall now come to a man whose name is also written on the first page of Lindsay's annals. This is William Purdy, who, in 1830, built a mill on the river within the modern limits of Lindsay.

The Scugog, before this time, had been a very small and shallow stream. The early settlers in Patrick Connel's time used to drive through it with oxen and a jumper loaded with sacks of grain on their way to "Gray's Mill," their nearest gristing-place, which lay far to the south near Orono. On Lot 21, Concession VI, the banks became high and steep, and there were rapids by which the river descended three feet. At the head of these rapids, where J. Perrin's boat works now stand, Purdy and his sons Jesse and Hasard built a mill and a dam with a head of ten feet.

He was then authorized by the government to grist for the neighhorhood for a toll of one-twelfth. On the 9th of May, 1834, the following Order-in-Council was also granted in his favor:—"Ordered that a Deed issue to William Purdy of the Township of Ops in the District of Newcastle, miller, for Lots numbers 20 and 21 in the 6th Concession of the said Township of Ops, and that the Surveyor General do make such a reservation in the Deeds that hereafter issue for the Lots now overflowed by the mill dam as will secure him in the rights of keeping the water at its present height without subjecting him to an action for damages. (Sgd.) John Birkie, Clerk of Executive Council."

Purdy was thus given 400 acres of land and the promise of freedom from legal action from the scores of settlers who were already located upstream and whose land would be extensively inundated by the building of the dam. But all was not well. Not only Scugog River, but East and West Cross Creeks and Scugog Lake as well, were heaped far back over their customary banks. All trees on this drowned land died. The stagnant waters grew miasmic and a plague of fever and ague killed off scores of settlers on the farms near by. Then grief found vent in action and the whole bereaved countryside, from as far south as Port Perry, rose up one summer day in 1838, seized flintlocks, axes, and pitchforks, and marched to Purdy's mill. An attempt was made to call out the militia, but in vain. However, no personal hurt was done but the dam was soon hacked away and swept down stream on the unpent waters.

The grievances of the settlers were so genuine that the government made no attempt to punish this act of violence.

The sequel may be found in an old document recording an agreement made on December 15, 1843, between Purdy and the Board of Works of the Province of Canada, a government department which had been established the year before by Act of Parliament. By this agreement, the Board of Works built a dam and lock farther down the river, on the exact site of the corresponding structure of to-day, and granted Purdy the use of all surplus water that would not be needed for navigation. Purdy was to provide all his own flumes and flume-heads and to keep the dam in repair. The Board of Works was to receive half an acre of land bounded by the river and the present Lindsay and King Streets, and extending five chains to the east, as premises for the house and garden of a lock-tender. Purdy, moreover, was to relinquish all claim for damages for the destruction in 1838 of his first mill-dam, and in settlement for this and all other concessions in the contract he received from the government four hundred pounds in cash.

The government dam had been begun in 1838 and was completed in 1844. It raised the level of the river by seven feet, or three feet less than the earlier maximum. This level was acceptable to the countryside, though complaints were rife several years later, when Hiram Bigelow, Purdy's successor, raised the water an extra foot by placing a flash-board along the top of the dam.

River navigation received an impulse by the building of the lock in 1844. This structure was 131 feet long, and 32 feet 8 inches wide, and had an eight foot lift. At first the chief craft were horse-boats, small barges worked by a treadmill with side paddle-wheels attached to its major drum. A sturdy nag would be placed on the battens at Caesarea with his nose towards that village, and his steady tramping would bring the one-horse-power vessel slowly down through Lindsay to Fenelon Falls or Bobcaygeon. About 1851, steamboats were built. The "Woodman" of Port Perry was the first to be launched and the "Ogemah" of Fenelon Falls followed shortly after.

In 1855 the government found the canals and locks on the Trent system so heavy a financial loss that it turned all such works over to a corporation known as the "Trent Slide Committee." This corporation abolished the lock at Lindsay and substituted a timber slide. A toll was then exacted on all timber floated.

At the time of this change all the steamboats were on the waters below Lindsay. The township therefore undertook to build a flat wooden bridge, placed on shanties, across the Scugog on the line between Lots 15 and 16, Concession V, west from the Pottery Corners. This new crossing was known as "Ambrose's Bridge," but was constructed by Charles McCarty. After some years, another steamboat, the "Lady Ida," was built at Port Perry, and it became necessary to force a passage through the bridge. This was accomplished by sawing it in two across the centre and shifting the two halves by means of "cats" or windlasses. The arrangement put too much strain on the bridge, however, and it soon collapsed. Years later, enterprising citizens of Lindsay came out and took away all its timbers for firewood. Today not the smallest trace of "Ambrose's Bridge" can be discovered.

The timber slide on the Scugog gave place to a lock again in 1870. This was installed by Thomas Walters on the same sills as the 1844 lock. The present lock and dam, which are also on this same location, were built in 1908.

Forgotten Highways of Long Ago.

The early roads by which men came to Purdy's mill or departed to north, south, east or west have almost vanished. The present highways tend to follow the correct concession lines but the first bush roads to be slashed through cut deliberately across country towards their objective, though with many a bend and swerve by which to keep on high, dry ground.

A traveller leaving Lindsay for the south would drive out Queen Street, in the East Ward, as far as "Kerry's Corners," where J. R. O'Neill's store now stands. Here he would turn south to Logie Street. There was also a by-road, over "Bigelow's Hill," by which the river could be reached without going as far as Kerry's. The modern Logie Street as far south as J. J. Ward's house is part of the old road. It did not touch the concession line, however, until about Daniel Murphy's gate. It then swerved towards the east about half a lot in order to cross Sacher Creek, returned to the line about Frank Curtin's farm and after following the present road for half a mile, struck off towards the river Thereafter it skirted the Scugog very closely, though keeping to high ground, as far south as Claho whence it ran straight south to Janetville, Orono and Newcastle

Should our traveller's destination have been Reaboro, Omemee or Peterborough, he would have taken the same route as far as Kerry's Corners He would then push on straight east out Queen Street, but on swerving southeast at the present town boundary, he would continue in that direction as far as the line between the 7th and 8th concessions, cutting across the Logie and Ball farms On one pasture-field here the old road closed some decades ago is still quite distinct The route next ran down the concession line as far as Lot 14, Concession VIII, now occupied by William Fox, and thence diagonally across country through Reaboro and out into Emily at Lot 5, Concession XI This last section of the old road is still open

The first road to Fenelon Falls ran northwest from about the present Presbyterian church, across Brewery Creek a swampy stream now masked by the Sussex Street Drain and up over the Court House hill The section that lay across Brewery Creek was known as "The Long Sault" because of its hazardous wetness Leaving the town on the same northwest run, it crossed the next creek on Lot 24, Concession IV, west of the present Fenelon Road This lot was occupied by Alex Logie, a son of Captain John Logie who ran a sawmill on the creek The road then passed over the Murphy and James farms ultimately to run north to the boundary on the line between the 2nd and 3rd Concessions Here, to the east of the road, on Robert Tompkin's farm, about half a mile north of School Section Number 3, was long the chief cemetery for South Fenelon and Northwest Ops The graveyard may still be seen though fallen upon days of profound neglect The old Fenelon Road, after crossing the boundary, and slipping down the great limestone escarpment (here very much diminished) struck northeast over the Widow Tompkins' farm, crossed McLaren's Creek by a stone bridge which still remains, midway between the two concession lines, and then ran slantwise towards Cameron Many decades passed before anyone undertook to chisel a road down the cliff on the line where the main road now descends to McLaren's Creek

The earliest road to Oakwood went straight west from Lindsay, crossing over a swamp on the 3rd and 4th concessions by means of corduroy

Still another pioneer road ran southwest from the head of Kent Street West across country to Port Perry Fifty years ago its course was still very evident, although it was then fenced in Even at that time pedestrians made use of it for convenience' sake

Officials and Figures

The municipal history of Ops has followed a course similar to that in the other townships In 1842, Francis Kelly represented Ops on the first District Council held in Peterborough The first Township

Council comprised the following —Reeve, William McDonnell, Councillors, John Gibb Patrick McHugh Thomas Rea and Thomas Keenan The Clerk was Dr William Bird Patrick McHugh was the first reeve of Ops after the separation and incorporation of Lindsay in 1857 In more recent times, John Kennedy and his son Peter have served successively as Township Treasurer for over fifty years

The chief municipal undertakings in Ops have been the draining of the "Long Swamp," west of Lindsay, in 1880, and of the Stoney Creek area in 1908 The latter scheme ran two trunk drains northeastward from about Lot 6, Con VI, one past Reaboro and on into Emily and the other via Cunningham's Corners to Salem school Thorough drainage was supplied for 1246 acres and an outlet for 3809 acres

A large township hall of brick was built in 1861 at what is now the entrance to the Riverside Cemetery When the old building was crowded with a nomination meeting on December 31, 1906, the rotted floor gave way with a crash and jagged rents appeared in the walls The crowd knocked all the windows from their frames in the mad rush outwards that followed No one was hurt

The racial and religious elements are manifested by the decennial census returns of 1911 The races represented are —Irish, 1690, English, 626, Scotch, 172 The church adherences are —Methodists, 844, Roman Catholics, 834, Presbyterians, 456, Anglicans, 376, Baptists, 125

The population of Ops in 1886 was 8101 In 1920, thirty-four years later it had dropped to 1951 The township assessment had increased during that same period, from $1,529,729 to $2,726,768, a valuation greater than that of any other township except Mariposa A just reservation must always be made for the enhancement of land values by proximity to Lindsay, but urban conditions are not found any distance beyond the town limits, and the most conscientious allowance will still leave Ops a very rich municipality

(D). The Township of Eldon.

The township of Eldon is named after John Scott, first Earl of Eldon, who was lord high chancellor of England from 1801 to 1827 Eldon, though a consummate judge, was an unprincipled politician and a remorseless enemy of all reform It should temper Canadian bitterness against the Family Compact to remember that in England itself such a reactionary tyrant was virtual ruler for fifteen years, during the Liverpool administration

The township which bears his name is a rectangle about twelve miles from north to south and nine from east to west. The superficial area is a little less than one hundred square miles The neighboring townships are Mariposa on the south, Fenelon on the east, Carden on the north, and Thorah, in Ontario County, on the west.

The soil in the south is excellent, approximating to that of Mariposa. As one goes north, however, the soil becomes thinner and light-

er and the underlying limestones often crop out. An old preglacial rock escarpment enters the township on Lot 7, Concession XI, northeast of Hartley, and travels west, with many windings and deviations, to leave it on Lot 11, Concession I, west of Argyle. The northwest corner of Eldon is crossed by the Talbot River and its extension, Cranberry Lake. Two tributaries are Butternut Creek, near Bolsover, in the northwest, and Grass River in the northeast. A concession east of Kirkfield, Grass River expands into Mitchell's Lake, a small body of water which owes much of its present size to the building of the Trent Valley Canal through it. This latter work cuts across westward from West Bay, Balsam Lake, in Bexley, to Mitchell's Lake, thence northwest to descend to the Talbot River level north of Kirkfield by a fifty foot hydraulic lift lock, and thereafter twenty-one miles southwest down the Talbot River valley, though not always in its old bed, to Lake Simcoe. In addition to the streams already mentioned, small creeks flow east and west from the centre of the township into Balsam Lake and Lake Simcoe respectively. The sources of nearly all streams and rivers lie in wide tracts of swamp, which are a total loss to agriculture.

There are eleven main concessions in Eldon. The concessions are numbered from west to east and the lots from south to north. Concessions IX and XI, for some unknown reason, are of only one-half the usual width. The name "Palestine" is applied locally to the northern two-thirds of Concessions VII to X, and this neighborhood is further subdivided into "Upper" and "Lower" Palestine.

The old Indian trail by which aboriginal travellers had for centuries crossed from Lake Simcoe to Balsam Lake lay in part across North Eldon and was the main route for pioneers here and in Bexley. The early settlers used an old punt to cross the Grass River where it interrupted the portage trail on the 9th Concession. When the boat was at one bank, travellers on the other side had to wait for some one to come from the opposite direction and bring it across to them. There is a tradition that one man waited in this way for two weeks. The story is hard to credit, even though the locality is all beaver meadow, without a single tree from which to make a raft.

In the early forties the government built a colonization road, still known as the "Portage Road," along the line of the old trail. To the north and south of this road, lots were laid out forty-four rods wide and a mile and a quarter deep.

Survey and Settlement.

Eldon was surveyed by Henry Ewing in the years 1826-29. As in its sister townships, a dense primeval forest lay everywhere. Hardwoods predominated in the south, but north of the limestone escarpment white pine was supreme.

The first locations were made in 1827 by Ewing, the surveyor, Louis Winter, whose father settled in Mariposa, two McFadyans, James Cameron, and a Frenchman named Pascal Godefroy. Ewing took up a block of land east from Ontario County along the Mariposa-

Eldon boundary as far as the modern Grass Hill, at the end of the 6th Concession The village of Woodville lies partly within this same tract, chiefly on Lot 1, Concession III, and Lot 1, Concession II, though much of it had spilt over on the Mariposa side of the boundary Some of the early settlements were made here, for Ewing sold part of his land while he went ahead with the survey work for two years more

In 1828, a party of immigrants from Argyleshire, Scotland, arrived in Toronto and were offered land at a dollar an acre by "Squire" James Cameron, who had already secured grants in Eldon. They were assured that they would find plenty of provisions at Beaverton, and set out without supplies for that place by way of Yonge Street and Lake Simcoe Beaverton they found almost destitute of stores, and here they had to live for several days on maple sugar Shelter was equally lacking, and the women and children had to live in flimsy tents, made of blankets, while the men, under the guidance of Kenneth Campbell went deeper into the forest to locate their lots and build log shacks In August, the families were transferred to 'Big Peter' Cameron's settlement, where they found some small new potatoes Finally, in early autumn, flour and pork were brought in from Newmarket at considerable expense, and the new settlers moved in upon their respective holdings The members of this contingent were two families of McAlpines, the McIntyres, Campbells, and McCorqudales, and one McFadyen, who had come from Mull by way of Glengarry.

At first they suffered great privations from the scarcity of food Their flour had to be carried on a man's back from Sunderland, fifteen miles away, where a settler named McFadyen had a small mill. Sometimes they poured lye on their corn and wheat to soften it and take off the hard shell Fathers and mothers would chew grain into a pulp and then give it, like parent robins, to their children John McAlpine brought in the first cow during the winter and others followed next year In the spring, leeks were gathered in the woods and used in soup

In 1829 a man named Calder put up a mill at Beaverton, which, according to one early customer, "cracked corn and squeezed wheat" There was no way of cleaning the wheat of the smut which grew thick upon it on these new farms ,and the bread made was quite black, though not unpalatable

In 1829 and 1830 a few more settlers entered Eldon These were the Fergusons, Finns, McEacheres, Rosses Smiths, and others Then in 1821-33 a great many pensioners took up land in the township and moved in Amongst those in the south were the Ashmass, Bradys, Birminghams, Driscolls, Dunns, Keefes, Lyons, Makins, Malones, McCullas, McDononghs, McGuires, McIntyres, Pettys, Rileys, Thornburys, Thorntons and Uncles Further north were the Campbells, McKenzies, McCredies ,McReas, Merrys, and Munros Alexander Munro was the first settler on the site of Kirkfield

A little later, several families who had migrated from the island of Islay, Scotland, to North Carolina, removed in a body to Canada and settled in Thorah and Eldon. Among those locating in Eldon were the McLaughlins and Angus Ray, who later became the first township clerk.

The early settlers, as we have seen, were predominantly Scotch. Later immigrations of English and Irish have tended to disrupt that homogeneity, yet the Scotch have still a clear plurality over all others. The census of 1911 gave the following figures:—Scotch, 1360; English, 613, Irish, 517. Their denominational groupings were as follows:—Presbyterians, 1629, Methodists, 645, Roman Catholics, 270; Anglicans, 108.

Roads and Railroads.

The earliest roads were blazed trails and wagon tracks that wriggled towards their destination along the higher ground. It took a whole day to drive with an ox-cart from Lorneville to Beaverton, where to-day a railway train covers the intervening eight miles in a few minutes. At first supplies were secured from Cameron's store in Beaverton, but preferences soon turned to Purdy's Mills, now Lindsay, which began to develop about 1830. The main route lay east to Cambray and then south to the old Fenelon Road. The village of Cambray sprang into existence chiefly through its being an eligible, though diminutive, mill-site on the main highway from Eldon to Lindsay.

The first railway in Eldon came in 1871, when the line from Port Hope, already completed to Lindsay in 1857, was carried through to Beaverton. This road cut across the southwest corner of Eldon, passing about two miles north of Woodville. In the following year another line, the Toronto and Nipissing, running from Toronto to Coboconk, in Bexley, passed through Eldon, entering just west of Woodville, passing north through the limestone escarpment by way of an old river valley opening at Argyle, and leaving the township at the northeast corner. Eldon gave this latter railway a bonus of $44,000. The gift was beyond municipal means, yet the development brought about by the new facilities for transportation ultimately justified the gratuity. A third railway, the Canadian Pacific grain line from Port McNicholl, on Georgian Bay, to Bethany Junction, in Durham County, was built through Eldon in 1912. Entering from the west on Lot 17, Concession 1, it parallels the great escarpment as far east as Balsam Lake Station, then slips south through another valley gap in the cliff, and passes out into Mariposa southwest of Hartley.

Record of Municipal Institutions.

In the early days Mariposa and Eldon were linked together as a single magisterial and militia division, but each held separate township meetings. In Eldon, these meetings were called once a year by Henry Ewing, who had been made a magistrate. The first taxes were collected by John McAlpine, and amounted to thirty dollars. The first assessors were Colin Campbell and Donald Gunn. Alexander

Campbell represented Eldon on the first council of the Colborne District, which gathered in Peterboro in 1842

Municipal institutions as we now know them were set up in 1850 The first township council included the following —Reeve, Israel Ferguson, Councillors, Archibald McFadven, James McPherson, William McCredie, and Neil Smith The officials appointed were as follows:—Clerk Angus Ray, Treasurer, Donald Smith, Assessor, Duncan McEachern, Collector, John McLaughlin, Superintendent of Schools, Rev John McMurchy, Auditors, F W Stevenson and James McLaughlin It is said that in signing his declaration every pathmaster fence-viewer and pound keeper down to the humblest subscribed his own signature in full an uncommon record in these pioneer times

At first the council meetings were itinerant For several years the home of James McPherson was a favorite rendezvous In 1854 business was transacted in the schoolhouse of Section Number One, and in the following year a room was rented for One Pound at the home of Archibald Carrie, Lot 5, Concession II In 1858 the earlier nomadic system was resumed After 1858, Woodville became the council's regular headquarters

The population was 641 in 1838 and 951 in 1842 By 1886 the township, including Woodville totalled 3482, and by 1920 had decreased to 2485 a shrinkage similar to that in the sister townships In 1880, the assessment was $22,943 60 and the taxes, for all purposes, $2633 16 The assessment of Eldon and Woodville was $1,096,667 in 1886 and $2,063,607 in 1920

The Early Kirk in Eldon.

Long before any churches were built, the early settlers held religious meetings in their houses The first to organize these conventicles was Archibald Sinclair A man named Gunn, who came from Thorah, also took an active part in these early meetings

After a few years independent missionaries began to come in One of these was a Rev Mr McPhail, of Sunderland The first regular minister was the Rev John McMurchy of the Established Church of Scotland For some time he had to preach in houses and barns, until a church was built on a lot of two hundred acres near Lorneville, which was donated by Squire Cameron McMurchy soon married and his parishioners then built a manse He died twenty years later By the eighties, his old church stood empty, a bone of bitter contention between the Established Church and the Canada Presbyterian Church

Village Centres of the Township.

Eldon has a number of small villages but here as in Mariposa the elements of growth have been lacking Woodville, Lorneville, Argyle, and Kirkfield are all on the railroad but all are entirely without water-power, or even sufficient water for ordinary urban needs Bolsover, which once secured limited water-power from the Talbot

River, is four miles from the nearest railway station. Glenarm and Hartley have neither rivers nor contiguous railways. It is through no accident that the village crop has been meagre.

Woodville, on the Mariposa boundary and partially within that township, is an incorporated village with a population of 400 in 1920, according to the assessment rolls. In early days the locality was known as Irish's Corners. The first store here was kept by John Campbell, who was known, from his religious persuasion, as "John the Baptist." The first blacksmith was Alexander Stewart, who lived on the Mariposa side of the boundary. Campbell's store was later rented by two Morrison brothers, who added the manufacture of potash to their activities. Artisans, other stores, and the inevitable tavern grew up around the "Corners." At first the nearest Post Office, known as "Eldon," was located a mile to the east, but in the fifties it was moved west to Irish's Corners. The name of the latter hamlet was now changed to "Woodville." John Morrison became the first postmaster in the village proper, and retained the office until his election in 1867 to the first Dominion parliament as Liberal member for North Victoria.

In 1878 Woodville was made a police village, administered by elective commissioners. The commissioners in 1881 were Peter McSweyn, William White, and Roderick Campbell. Its chief industries at this time were a grist mill, two foundries, a cheese factory, a planing mill, and a sash and door factory. Steam was the sole motive power. The village had also a Town Hall, a lock-up, three hotels, and a number of stores and mechanics' shops. A weekly paper, the Woodville "Advocate," which is now defunct, was established in August 1877 by Messrs. Henderson and Cave. There were also two churches, a frame Methodist church, accommodating 250, and a brick Presbyterian church, built for $12,000 in 1877, with a seating capacity of one thousand. Woodville reached its peak of population at 556 in 1886, and has since declined. Great excitement prevailed in 1877, when it was proposed to change the village's name to "Otago." A plebiscite gave a majority of one vote for the new title, but no further action was taken.

Lorneville is a village of 100 persons at the junction of the old Midland and Toronto and Nipissing railways, two miles north of Woodville. It owes its existence to the railroad and some of its population consists of railway men and their families. As there have been no other stimuli to growth, the village has remained static for half a century. A recent directory lists a general store, an hotel, two masons, and a buttermaker. The name is doubtless a compliment to the Marquis of Lorne, son of the 8th duke of Argyll, who was governor-general of Canada from 1878 to 1883.

Argyle is on the Grand Trunk railway about two miles north of Lorneville. Its name commemorates the Scottish shire from which, more than from any other, the pioneers of Eldon came. An earlier appellation was "Scotsville." The present population is somewhat

less than fifty. The business roster comprises a general store, a blacksmith and two carpenters.

Bolsover is a hamlet of about one hundred inhabitants situated on the Talbot River some four miles west of the railway. The village was founded by D McRae, M. P., who built mills here in the fifties. In 1881, it had a grist mill, a sawmill, a carding mill and a shingle mill, as well as several taverns, (including the famous hostel of "Biddy Young"), stores, and a Presbyterian church. The decline of lumbering and the aloofness of the railway have, however, brought about its speedy decline, and its former industries have passed into oblivion.

Kirkfield has a population of about three hundred. It lies in a valley, at the intersection of the Portage Road with the main road from Palestine to Carden. A station on the Coboconk division of the G T R is situated a little further to the north. Alexander Munro was the first settler on the village site but it is to John McKenzie and his sons, William, Alexander, Ewen, Duncan and John, that chief credit for material progress is due. A generation ago the McKenzies operated flour mills, woollen mills, and a sash, door, and planing mill. All these plants were dependent on steam power. The McKenzie brothers were also large grain buyers and dealers in telegraph poles, posts, and railroad ties. William McKenzie, later Sir William of Canadian Northern fame, was one of these brothers, and served his apprenticeship in railroad contracting on the local construction work on the Toronto and Nipissing Railway.

Other businesses in the eighties were the general stores of A. C Mackenzie, M. Perry, J. W. Shields, and M. O'Neill, the waggon shops of Alex Munro and Wm King, the tinshop of N Emsuler and W. A. McCrae, the harness shop of Albert Hadfield and R. G. Wright, the butcher shop of Robert Boynton, the smithy of Alexander Fraser and the hotels of A. Gusty and Hector Campbell.

The disappearance of the northern forests and the consequent lack of cheap fuel made steam-power mills impracticable and these industries in Kirkfield faded away. A business directory of recent date gives the following analysis of the village as it now remains:— Two stone-crushers, five carpenters, three merchants, two butchers, two bankers, one tailor, one harnessmaker, one blacksmith, one painter, one barber, one grain-buyer, one veterinary surgeon, one doctor, and one druggist.

Hartley is an Irish Methodist hamlet in the southeast corner of Eldon, and Glenarm, or "Hardscrabble," a Scotch Presbyterian village half way up the Fenelon boundary. Neither has ever exceeded fifty in population.

Eldon township has thus no fewer than seven villages, but in every case factors necessary for expansion have been lacking. The advent of Hydro-Electric power to centres like Woodville will doubtless suggest possibilities, but the cost of power transmission, the freightage to markets beyond a limited neighborhood, the competition of immense urban corporations, and our unfavorable banking system, will all render problematical any great industrial development. Whether such growth is always desirable, is a matter for debate. It is sufficient here to note that the development of human communities depends far less on chance or local enthusiasm, than on definite scientific laws.

(E). The Township of Fenelon.

Fenelon Township reminds us, by its name, of Francis Fenelon, the famous seventeenth-century Archbishop of Cambral, France. Experts assure us, however, that the township was named after the Archbishop's elder brother, who was a Sulpician missionary and explorer in Canada and founded a mission on the Bay of Quinte in 1668.

The superficial area of the municipality is about 108 square miles, but much of this is made up of the water surfaces of three lakes, Sturgeon, Cameron, and Balsam. Sturgeon Lake is shaped roughly like a bent human arm, with the elbow pointing southwards towards Ops, the long fore-arm stretching eastward through Verulam to Bobcaygeon, and the shorter upper arm extending north through the eastern concessions of Fenelon towards Fenelon Falls. The Scugog River flows in at the point of the elbow, and is joined near its debouchure by McLaren's Creek, a smaller stream that flows eastward through South Fenelon. Cameron Lake lies a mile north of Sturgeon Lake and twenty-three feet above it. It is shaped somewhat like a potato, four miles from north to south and two from east to west. It is drained into Sturgeon Lake by the Fenelon River and is reinforced at its northwest end by the united waters of the Balsam and Burnt rivers. The former flows from Balsam Lake a mile to the west and the latter from far to the north and northeast in Haliburton County. The two rivers mingle their waters just before entering Cameron Lake. Balsam Lake may be compared to a wolf's head, with the long muzzle pointing southward as South Bay, two long ears pricked up into Northwest Bay and the Gull River estuary, and the neck half represented by West Bay. It is a large lake and only the wolf's snout projects down into Fenelon township.

It is of interest to note that there are three small bodies of water, each known as "Goose Lake," at or near the south, west and north boundaries of Fenelon respectively. The first is near the mouth of McLaren's Creek and about five miles north of Lindsay. This shallow pool was originally marsh-land but has been made partially navigable by the building of a dam at Bobcaygeon. The second Goose Lake lies two miles north-northwest of Cambray village in the deep moraine-blocked valley of an ancient preglacial river. The third is just north of the mouth of Burnt River, and is a small tract of flooded marsh.

The land surface of Fenelon is more uneven than in Ops and becomes increasingly hilly towards the north. The chief elevations are kames and eskars of morainic sand. The soil is best in the southeast, and the whole southern half of the township is of fair average value. Towards the north, however, steepening hills and swampy depressions are more discouraging to agriculture.

Early Settlements in Fenelon.

Fenelon was surveyed about 1822 but general immigration did not commence until more than ten years later.

The earliest settler was Angus McLaren, who, many years before any formal locations were made, squatted just north of the creek which still bears his name. McLaren had a wife and four daughters and ultimately held some 1400 acres in this neighborhood. Much later than McLaren, but still early in the settlement of the southern borders, were the Edwards, Waldons, and Tompkins. The heyday of McLaren's Creek was in 1852, when Squire Kempt, of Lindsay, brought in a contingent of French-Canadian lumbermen and cleared out the stream and its banks so that the largest squared timber could be brought out and floated down the Trent System to the St. Lawrence and Quebec.

Most of the early settlers in Fenelon came in by way of Peterborough, thence six miles by trail to Bridgenorth, on Chemong Lake, and the rest of the way by rowboat or canoe across Chemong, Pigeon and Sturgeon lakes.

About 1833, John Langton settled on the east shore of the north arm of Sturgeon Lake, on the modern Graham farm. Langton was an M. A. of Cambridge University, and a man of exceptional ability. It is therefore not surprising that he became District Councillor for Fenelon in 1842, Warden of Colborne District in 1847, member of parliament for Peterborough County in 1851, and Auditor-General of Canada in 1855.

In the summer of 1834, William Jordan, with his mother, wife, and four children, became Langton's neighbors on Lot 19, Con. XI. Magistrate George A. Jordan of Minden is a grandson of this William Jordan. Other early settlers in this neighborhood were James Cook, E. Palmer and D. S. Willock. Most of the pioneers in the Sturgeon Lake area were Protestant Irish, who had sought Canada after the passing of the Catholic Emancipation Bill in the Old Land.

In the centre of the township, however, a different nationality was taking possession. About 1840, Isaac G. Moynes and Thos. Moynes struck east from the Scotch settlements in Eldon into the dense swamps and woods of Fenelon. Here, near Lot 20, Concession V, they built their log cabin. Many Scotchmen, the McNabs, Browns, Gilchrists, Murchisons, McNevins, and others, soon followed, and the central and western parts of Fenelon are dominated by Scotch Presbyterians to this day.

Later than Scotch and Irish, and much more numerous than either, came an immigration of English Nonconformists, who located chiefly in the neighborhood of Fenelon Falls.

The census for 1911 gives the following analysis of the township:—English, 1077, Irish, 552, Scotch, 528, Dutch and German, 55, all others, 52. The religious groupings were:—Methodists, 1,185; Presbyterians, 533; Anglicans, 214; Baptists, 108; Roman Catholics, 74; Mormons, 71; all others, 121. The census did not state whether the seventy-one Mormons constituted a single household

Land around Cameron Lake was granted in early times to Duncan Cameron, a Toronto banker and Family Compact politician From this circumstance the lake derives its present name The actual pioneers, however, to whom the credit is due for the clearing and settlement of this locality were John Bellsford, John McIntyre, Hamilton and Samuel Boyce, James Humphrey, and Robert Dennistoun, who became County Judge of Peterborough in 1868

The Village at the Falls.

At the southwest corner of Cameron Lake its waters issued in a considerable river thundered down twenty-three feet over a limestone cliff, and then boiled and spumed through a rocky gorge to Sturgeon Lake, half a mile distant The conditions of the day made the banks of this cataract an inevitable mill site and ultimately a village site, known first as "Cameron's Falls," and later as "Fenelon Falls"

According to the Ontario Domesday Book, Lot 23 in Concession X, which includes the falls itself and the heart of the modern village, was patented to the Hon Duncan Cameron Lots 28, 29, and 30, Con XI (northeast of the village) were granted to the Earl of Mountcashel and Lots 21, 22, and 24, Con X, Lots 22 and 23, Con IX, and Lots 21, 24 and 25, Con XI (all adjacent to and partly included in the present village) were deeded to James Wallis and Robert Jameson

In 1841, Wallis and Jameson added Cameron's lot to their holdings and built a grist mill on the left bank of the falls almost at the modern road-bridge The stones for this mill were brought all the way from Toronto on sleighs in the wintertime

In 1851, this first establishment was demolished and separate grist and sawmills were built on the same site In 1851 the first steamboat of the Kawartha lakes, the "Woodman," of Port Perry, arrived in Fenelon Falls on her maiden trip The following year, James Wallis had the "Ogemah" built at Fenelon Falls, in order to carry his lumber to Port Perry, whence it was teamed to Port Whitby At the launching of the "Ogemah" a great celebration was held and a free banquet furnished at Wallis's expense to the population of the immediate neighborhood

This feast was perhaps a minor undertaking, yet a real village was beginning to take form on the east bank of the river The growth of the gristing and lumbering business called for more hands The first blacksmith, Jeremiah Twomey, who was later a prominent citizen and a considerable landlord, arrived about 1850 In that year James Wallis opened up a store and a man named Comstock built a log tavern on the site of the later McArthur House near the modern locks There was also a post office, in charge of William Powles, and an Anglican church and parsonage

The first Anglican incumbent the Rev. Mr Fidler, met a tragic death He used to hold occasional services at Willock's Settlement, now Dunsford, south of Sturgeon Lake, and would be rowed thither, a distance of ten miles, by two of his parishioners. One Sunday the little party had returned from such an expedition and had portaged above the falls on the south side, preparatory to crossing over to the parsonage, which stood on the north shore a little farther up. The rowboat was set in the water and the rector and one of his oarsmen climbed into it The current here, just above the falls, was very swift, but could be negotiated with care and hard rowing While the rector was getting to his seat, his companion held the boat fast to shore by seizing some juniper branches But, either through thoughtlessness or a misunderstanding of orders, he let go too soon, and the boat swung out into the current Its occupants were confused and could not adjust the oars in the rowlocks before it was too late With cries that could be faintly heard above the roar of tumbling waters, they were swept over the dam and then over the falls, where their boat was shattered into kindling wood. Their bodies were found next day in the pool just below the falls

As late as 1851 there was only a narrow trail through the woods down the modern main street, but Wellis now had it cut out to full road width, floored it with slabs from his lumber mill, and covered the slabs over with gravel. He and Jamieson also had the left bank of the river surveyed and plotted into village lots In 1854 Wm Martin opened the Clifton House, now the Kawartha Hotel James Fitzgerald opened a store on Colborne Street and the village grew steadily by the arrival of tradesmen and mechanics until 1859, when the mill burned down

The mill property was then bought by one Sutherland Stayner and lay idle for a long time, to the great detriment of the village Then it was leased, and later bought, by R C Smith, of Port Hope and a Mr Waddell, of Cobourg. The new mill built by Smith and Waddell brought immediate prosperity to Fenelon Falls A growing trade in lumber centred here. In 1872 there were three large mills, those of J. D Smith and Company, of Hilliard and Mowry, and of Green and Ellis ,whose annual cut of pine alone totalled nine, four, and five million feet respectively

In 1872 the Victoria Railway began to build north from Lindsay and its advent was a further stimulus to the growth of Fenelon Falls In 1873 the late Mr E D Hand, who had founded the "Lindsay Advocate" in 1855 and the "Bobcaygeon Independent" fifteen years later, now launched the "Fenelon Falls Gazette," a weekly newspaper of Liberal propensities The "Gazette," after forty-eight years of existence, still carries on Its present publishers are the Robson brothers, formerly of Lindsay

Incorporation as a village came to Fenelon Falls in 1875. The first Village Council was composed of the following —Reeve, J. D. Smith, Councillors, J W Fitzgerald, Joseph McArthur, William Jordan, and Richard Jackson

Fenelon Falls had long been the upper terminus for navigation on the Kawartha Lakes, but in 1882 the Federal Government at last agreed to build locks and a short stretch of canal by which to render the upper lakes accessible. The engineers did not attempt to lead the canal up the natural watercourse, but cut out their channel through the steep limestone bank to the north of the falls. Mr. A. P. McDonald, an American, made the lowest tender for construction and was awarded the contract. The first blow was struck on October 17, 1882, and the first rock blasted nine days later. Valor, rather than discretion, marked these operations and large masses of rock crashed into dwellings hundreds of yards away. The locks were to be two in number, thirty-three feet wide and three hundred feet in total length. The cut for the lower lock was to be thirty-six feet deep and for the upper lock twenty-two feet deep. The canal from the upper lock to Cameron Lake was to be sixty feet wide and twelve feet deep. This new public work was opened for navigation in the summer of 1886.

That same year saw Fenelon Falls reach the peak of her prosperity. Her population was then 1312, and has since decreased steadily until in 1920 only 837 inhabitants remained. The wane of lumbering in the country to the north has meant the decline of Fenelon Falls, for it was chiefly on lumbering that she had grown. The completion of the Trent Canal has made her only a way port instead of a terminus for lake trade. Electricity has been developed here, but most of it is transmitted elsewhere, on the Hydro-Electric Commission's Central Ontario 44,000-volt circuit, instead of being utilized industrially in the immediate neighborhood. A recent directory credits the municipality with two flour mills, two sawmills, a wood-turning mill, a woollen mill, four hotels, six churches, and about twenty stores. The future of the village would now seem to be dependent on summer tourist traffic and, far more vitally, on the economic services that it may render to the country districts near by.

The chief racial constituents of the population in 1911 were— English, 422; Irish, 346; Scotch, 195; French, 45. The religious denominations at that time were made up thus:—Methodists, 435; Presbyterians, 204; Anglicans, 198; Baptists, 101; Roman Catholics, 69.

Farm Villages and Summer Villages

There are few other villages in Fenelon. Cambray, built chiefly on Lots 5 and 6, Concession I, on the main road from East Eldon to Lindsay, was so named because of the mistaken idea that the township had been named after Francis Fenelon, the Archbishop of Cambrai, France. Its population is largely made up of retired farmers, among whom Scotch Presbyterians perhaps predominate. A small mill-stream, which runs through the village, was probably the deciding factor in the choice of its site, but its industries have never developed greatly and its population has seldom exceeded two hundred and fifty. In February 1866 oil was struck near here at a depth of 250 feet, but its development never prospered. In recent years business and occupation have been carried on locally by three general stores, a mill run by A E and W B Fair, four masons, three carpenters, three blacksmiths, one cheesemaker, one thresher, one harnessmaker, and one doctor

Cameron, four miles east by north from Cambray is a much smaller village, with a station on the Haliburton Division of the Grand Trunk Railway Like Cameron Lake, it is named after Duncan Cameron, an early Toronto banker The neighborhood is chiefly noted for its recurrent epidemics of heterodoxy, under various forms, during the past eighty years

Sturgeon Point and Pleasant Point are summer villages The former is incorporated, with a tax-roll of 141 and an assessment of $87,373 In summer these cottage communities on the opposite shores of Sturgeon Lake are thronged with urban residents, in winter, all is deserted From the earliest times the hardwood groves at Sturgeon Point were a favorite rendezvous for picnics and excursions The first regatta here was held in 1841, eighty years ago All pleasure on that occasion was marred by the drowning of a Mr Wetherup, who upset from his canoe while in the act of taking off his coat He was a powerful swimmer but with his arms thus pinioned behind him he was lost at once Thirty five years later, Captain George Crandell, of Lindsay, the chief promoter of navigation on local waters, realized the possibilities of Sturgeon Point as a summer village and spent some $25,000 in developing it towards that end In 1878 he built a large summer hotel, the management of which was undertaken by W H Simpson Crandell also purchased an extensive tract adjacent to the hotel and plotted out lots for summer cottages These were quickly bought up and built upon, and thus began the summer colony at the Point The first regatta under the auspices of cottagers was held on September 18, 1878 The event of the day was a double canoe race in which two Rama Reserve Ojibwas named Yellowhead won by a narrow margin from Whetong and Toboco, two Mississagas from the Chemong Reserve The winners paddled a birch bark canoe at seventy strokes to the minute There were several white entrants in this open race, but all were left hopelessly behind by the two Indian crews About this time a black bear was found roaming about near the hotel and was disposed of by excited huntsmen The hotel was destroyed by fire in 1898 but the village about it has continued to flourish Pleasant Point or Hay's Point is a more recent summer village on the lake front of the John Hay farm Its ratepayers are even now seeking incorporation

It is a somewhat effete existence that these large community summer resorts offer to anyone possessed of youth and vigor, but they are a true paradise for little children and a healthful week-end refuge for urban workers who have no vacation in which to sally by canoe into the magnificent wildernesses of North Victoria and Haliburton

Population and Assessment.

Fenelon township attained its maximum population in the eighties and has since declined rapidly. In 1888 the township, including Fenelon Falls, totalled 3989 inhabitants. In 1920 the county records showed a total of 2848, a decrease of over thirty-three per cent. The nominal assessed value of all property in the township and its villages was $1,059,884 in 1886, and in 1920, $2,213,460, or a little more than twice the earlier estimate. However, Dun's price indexes for 1886 and 1920 are in the ratio of 98 to 250, so that, on this basis the present assessment amounts to only $843,273 in terms of 1886 values.

(F.) The Township of Verulam

Verulam township is named after James Walter Grimston, Earl of Verulam, (1775-1845), who was brother-in-law of Lord Liverpool, the nominal premier of England from 1812 to 1827. This Canadian municipality seems to be Grimston's sole claim to reputation, for one seeks in vain for mention of him in any dictionary or encyclopedia.

Verulam is bounded on the south by Emily, on the east by Harvey township, (in Peterborough County), on the north by Somerville and on the west by Fenelon. In plan, it is a rectangle, ten concessions or eight miles, from west to east, and some thirty-two lots, or about twelve miles, from south to north. The east arm of Sturgeon Lake runs completely across the township in an east-northeasterly direction. About two-fifths of the land area lies to the south of the lake and the remainder to the north. On the eastern boundary, Sturgeon Lake finds an outlet into Pigeon Lake by two channels, on either side of a considerable island. The north or main channel is known as North River, and the meagre stream to the south as "Little Bob," an abbreviation of the name Bobcaygeon, itself a corruption of the Indian title for the "shallow rapids" in North River. The name Bobcaygeon is now applied to the incorporated village which has been built partly on the island and partly on the mainland to the north. About the centre of the southern boundary is Emily Lake, a mile and a half in length and like a human stomach in outline. It is fed by Emily Creek, which flows down from Emily township through a wide, steep valley, and is drained into Sturgeon Lake by the same stream. Other creeks flow into Sturgeon Lake from the north, and two small streams, divided from the others by a watershed, actually run northwest into the Fenelon and Burnt rivers respectively.

Most of the township north of Sturgeon Lake is broken and rocky, with an interspersion of shallow swamps. The area south of the lake is considered preferable for farming but there is much drowned land along Emily Creek and a great cranberry marsh extending from Emily Lake eastward to Pigeon Lake. The timber in early times was chiefly pine, with an intermixture of hardwood.

Survey by John Houston in 1831.

The government survey of Verulam was conducted by John Houston and completed by 1831. The township was placed on the market

in 1832, but so much of it was seized upon by speculators that settlement was retarded for many years.

Long before the government survey, an Indian trader named Billy McKeough had located on the site of Bobcaygeon village to do business with the Mississaga Indians of the neighborhood. The Smiths of Port Hope also traded with the Indians hereabouts, and tradition states that in buying beaver skins at ten dollars a pound they would place a hand on the scale to represent one pound and a foot to represent two pounds.

First Settlers Hunter and Bell.

The first serious settlement of Verulam was in 1832 when John Hunter located in the southeast corner of the township and Wm. Ball near the Harvey boundary, north of Bobcaygeon. In the fall of that year John McFeeters settled near the Emily boundary and some Frasers and McAndrews near the Fenelon boundary.

These pioneers, and almost all others who came to Verulam for the next fifty years, entered from the east. They would come on foot or by ox-cart from Peterborough northwest to Bridgenorth over six miles of miry, log-strewn trail. From Bridgenorth they would proceed by punt, scow, bateau, or canoe up Chemong or Mud Lake and through the narrows at Oak Orchard into Pigeon Lake. At Bobcaygeon all luggage would be portaged, but before the building of a dam the scows and punts would be poled up the rapids. Sturgeon Lake was thereafter the trail for those proceeding further west.

In 1833 some Fermanagh Irishmen who had located in Harvey in the previous year moved across the boundary and took up land near William Bell. Among these were the Grays, Murdochs and McConnells. William Junkin, John Stewart and others settled in the north centre of the township and Matthew Ingram east again from them.

Most of the land immediately adjacent to Sturgeon Lake was taken up by retired army and navy officers and by English gentry. On the north shore, the Vissirds, Wickams, and Edward Attlo entered in 1833, the Boyds in 1834 and the Dunsfords in 1837. The head of the latter household was the Rev. James H. Dunsford (1786-1852), who was an M. A. of Oxford and rector of Tretherne, Gloucestershire. In 1844 he retired from Verulam to Peterborough, where he edited the "Gazette" for several years. His sons, James W. and Hartley Dunsford, established a shingle mill on the north shore near Red Rock. The former was many times Reeve of Verulam, while the latter was appointed Registrar of Victoria County in 1858 and died in Lindsay in 1891.

Along the south shore of Sturgeon Lake were the Darcases, Frasers, Johns and Thompsons.

"Scotch" and "Military" Lines.

The "Scotch Line," between Concessions V and VI, from Sturgeon

Lake south to Emily Lake, was first settled in 1833. Early in that year Captain Andrew Fraser, a Scotch veteran of Waterloo, located here on the lake shore. That same autumn brought a Highland Scotch contingent of two single brothers named McDonald, a McPhail with a grown-up son and daughter, and Robert Robertson with his wife, four little children and a nurse. The men had come in first to build log shacks, leaving their families in Peterborough. When the rude dwellings were ready, they brought in the remainder of the party by ox cart to Bridgenorth and thence through Chemong, Pigeon and Sturgeon Lakes by scow. They camped on the open shore of Sturgeon Lake on the night of October 29, 1833, and awoke next morning to find the lake frozen solid. These three families settled on Lots 9 and 10, Concession V, and Lot 10, Concession VI. Robertson and the McDonalds had brought whip-saws with them from Scotland and by rigging up sawpits soon prepared their own boards for walls, doors, benches and bedsteads. Some years later, other Scotch families located along the same road. Thomas Robertson, one son of the pioneer Robert Robertson ,still survives on the old homestead.

The road between Concessions VI and VII was settled by pensioners, the Lithgows, Murdochs, Grays, Hamiltons, and others, and was therefore called "the Military Line." The next line to the east was taken up by Irish Protestants, such as the Longs, Steeles and Middletons.

The area to the west of Emily Creek was taken up by four families of Thurstons, three families of Bells, and the Kennedys, McCollums, Iretons, Flyens, and Sheriffs.

The first white child born in Verulam township north of Sturgeon Lake was a daughter of Matthew Ingram. The first baby south of the lake was John Robertson, a son of Robert Robertson.

The Mill Village of Bobcaygeon.

The virtual founder of Bobcaygeon was Thomas Need, who in 1832 was granted 400 acres of land on and adjacent to Bobcaygeon Island as a bonus towards building a sawmill and a grist mill for the new township. The sawmill, equipped with a single upright saw, was built first and for a time all the settlers, both north and south of Sturgeon Lake, had to take their grain by a trail south from the "Scotch Line" to Wm. Cottingham's mill at Metcalfe. Even when Need did add a pair of gristing stones to his equipment he still went without a bolt for a long time. He opened the first store in Bobcaygeon, and was also the first postmaster. The government had reserved and surveyed a townsite on the north bank of the river, but the miller, with characteristic enterprise, had streets laid out and lots platted on his island by John Read, and the village of today occupies parts of both sites. He sold out his interests in 1844 to Mossom Boyd, and left the neighborhood, never to return.

Other citizens of Bobcaygeon in 1832 were Campbell Sawyer on the north side of the river and two men, Forrest and Long by name, who lived in log cabins at the head of the island. In 1834 John Henry Taylor and Charles Bailey came in and lived with Forrest. Soon afterward James McConnell built the first frame house of the village (on the north side of the river) and opened it as the "Travellers Home." The raising of the Buckhorn dam in 1841 isolated this tavern from the mainland, and a more satisfactory building was therefore erected on the present Rockland House site.

Edward Lyle opened the second store in Bobcaygeon. Later business men were E. T. Harlow, W. McCamus, W. B. Read, J. T. Robinson, and J. H. Thompson.

A lock at Bobcaygeon was undertaken as early as 1834 by Messrs. Pearse, Dumble and Hoar, contractors, for the prospective remuneration of £1600. The unsettled state of the country and the outbreak of 1837 kept the work in check but it was completed by 1840. Thomas Need was at this time one of five "Commissioners for superintending the improvement of the navigation of the Newcastle District." His successor, Mossom Boyd, also took an active interest in the canalization of the Trent system and when, after decades of apathy, the government began in the seventies to consider further extensions, he had a voluminous report prepared at his own expense. The Bobcaygeon lock has been rebuilt in 1857 and in 1921.

The first divine service at Bobcaygeon was a conventicle held in McConnell's tavern by the Rev. Mr. Edwards, a Baptist minister from Peterborough. Sunday school was carried on in Forrest's log cabin on the island. The first Quarterly Board of the Methodist church met on May 15, 1858, and consisted of George Bich, Thomas Taylor, James Rayley, and James Thurston. The efforts of this Board and of the Rev. John Dowler, then pastor, succeeded in erecting a frame church, which was opened in 1862. The seats were plank benches and the means of illumination tallow candles. This church has since been extensively remodelled in 1869, in 1879, and in 1918.

The Methodists are the strongest denomination in Bobcaygeon, but the Anglicans and Presbyterians do not lag far behind. The religious section of the 1911 census gave the following figures — Methodists, 338, Anglicans, 210, Presbyterians, 230, Roman Catholics, 55, Baptists, 88.

Bobcaygeon Since Incorporation.

Bobcaygeon became an incorporated village on January 1, 1877. The following citizens constituted the first Council —Reeve, W. B. Reid, Councillors, Charles Readfield, J. L. Reid, E. Bottum and John Kennedy. J. G. Edwards was Clerk and Treasurer. A Village Hall of red brick was erected at a cost of $3000.

The population at this time has been estimated at about one thousand. Local industries were flourishing. There were a sawmill, a shingle mill, a carding mill, a grist mill, and a tannery. Lime was prepared on an extensive scale, one kiln turning out one hundred barrels of lime daily. There were also quarries of lithographic stone

about three miles from the village. Petroleum deposits had been located in 1866 but a company formed locally for its development was unsuccessful.

A weekly paper, the "Independent," had been begun in 1870 by E. D. Hand, who had founded the "Advocate" in Lindsay in 1855. In 1873, Hand removed to Fenelon Falls and there established the "Gazette." The "Independent" was thereupon taken over by C. E. Stewart, who, aided by his daughter, edited the paper for many years. Mr. A. Warren has been a more recent publisher.

For many years Bobcaygeon's greatest handicap was isolation from the outer world. The village was eighteen miles from Lindsay by road and still more remote from Peterborough. Railroads were late in coming in, and sister villages like Fenelon Falls and Coboconk had train service thirty-five years before the first locomotive entered Bobcaygeon. In summer, traffic used to come by steamer from Lindsay or Bridgenorth but in winter the village was sealed away by the frozen lakes. There had, indeed, been attempts at railway-building. In 1874 the Cobourg, Peterborough, and Marmora Railway planned to extend their line to Bobcaygeon and Fenelon Falls, but the corporation was already bankrupt and the proposal came to nothing. Then in December 1889 twelve Victoria County men, Messrs. M. M. Boyd, John Petro, John L. Reid, George Bick, and Wm. Needler, (all of Bobcaygeon) and Messrs. J. B. Knowlson, W. McDonnell, J. D. Flavelle, D. J. McIntyre, John Dobson, John Kennedy, and John Macdonald, (all of Lindsay), applied to the government at Ottawa for a charter for a Bobcaygeon, Lindsay and Pontypool Railway. This charter was granted on the 26th of March, 1890 and a subsidy of $51,200 voted two months later. A further grant of $88,800 at the next session of parliament was in prospect but the deaths of Adam Hudspeth, the member for South Victoria and of Sir John A. Macdonald, who had been acting Minister of Railways, and had transacted all business with the new Company, disappointed the directors. Then the township of Ops proceeded to reject a bonus by-law, and the railway project ultimately succumbed to dry rot. A more ambitious enterprise was launched in Peterborough in 1891, when a number of citizens headed by John Burnham, Q. C., sought to promote a Peterborough and Sault Ste. Marie Railway, which was to pass through Bobcaygeon on its long run northwestward. However, the company could not secure even a charter from the Abbot administration and the whole scheme evaporated. It was not until 1904, when the Canadian Pacific Railway completed a branch line from Burketon through Lindsay to Bobcaygeon, that the Verulam village was linked up with Ontario's rail transport system. The advent of the railway was too late to establish prosperity in the face of depleted forest resources and an adverse banking system. The population which long was stable at over one thousand, had dropped by 1920 to a scant eight hundred and forty-four. Summer tourists, however, may now enter freely, and will doubtless increase in numbers and enthusiasm as the natural advantages of the village become more widely known.

Slow Development of Verulam

The township proper developed very slowly because of the number of land speculators and absentee land-owners. In 1842, ten years after settlement began, there were only 68 householders in the combined area of Verulam and Harvey. Even 1860 found less than twenty miles of waggon road in all Verulam. The land speculator was the curse of the township, as, for that matter, of all other townships in Victoria.

On the introduction of municipal institutions in 1850, Verulam was associated with Fenelon and Bexley for administrative purposes. The first Council comprised the following:—Reeve, John Langton; Councillors, James W. Dunsford, William Studdaby, Samuel Brock, and Jabez Thurston. The Clerk was William Powles, the postmaster at Powles' Corners.

The racial constituents of Verulam in 1911 were as follows:—Irish, 1073, English, 828, Scotch, 272, all others, 43. As for churches, the Methodists were in the ascendent, the figures being as follows:—Methodists, 984; Anglicans, 434; Presbyterians, 370; Baptists, 189; Roman Catholics, 35. The peak of population was 2230, reached in 1881. The assessment rolls of 1920 show a recession to 1630. The present valuation of the township is $1,580,844, or almost equal to that of Fenelon.

Some Verulam Hamlets.

Verulam has no other villages at all comparable to Bobcaygeon in size.

Dunsford, on the C.P.R., on and adjacent to Lot 5, Concession III, has a population of about forty. The locality was once known as "Sheriff's Corners" and also as "Willock's Settlement," but was later renamed in honor of the Dunsford family. The first Methodist church here was built in 1860. This was replaced in 1883, during the pastorate of the Rev. W. M. Pattyson, by a new sanctuary of red brick. A recent directory credits the village with two stores, two smithies, and a cheese factory. An Adventist hermit lives deep in the penetralia of a huge swamp two miles east of Dunsford.

Fairbairn, Red Rock, Sandy Point, and Thurstonia are rural post offices. Fairbairn is situated on Lot 25, Concession VI, in the northeast of the township, and is named after Charles W. Fairbairn, a Verulam farmer who represented South Victoria in the House of Commons from 1880 to 1886. Red Rock post office, on Lot 18, Concession V, a mile north of Sturgeon Lake, derives its name from a massive and striking monadnock of red granite which pushes up through the prevailing limestone strata on Lot 19, Concession IV, a little to westward. Sandy Point is east of Sturgeon Point on the north shore of the lake. Thurstonia is a summer resort on the south shore and is called after the Thurstons, who have been numerous and prominent in this part of the township.

Ancona Point is a station on the C.P.R. half way between Dunsford and Bobcaygeon. It was built to serve "Scotch Line" and was to have borne that name, but one or two local men held stubbornly by conceptions of their own and the C.P.R. finally settled the dispute by adopting the present Italian title, which is utterly without relevance to any aspect of any part of the township.

Chapter III.

An Agricultural Transformation

The past history of the six southern townships, Emily, Ops, Mariposa, Verulam, Fenelon, and Eldon, and especially of the three first named, has been closely bound up with the cultivation of the soil. In its starkest essentials, the history of South Victoria is the history of agricultural development in a forest area, and any annalist who deals with town and village life to the neglect of this fundamental aspect of the region will falsify the true meaning of one hundred years of local history.

The agriculture of the century under discussion falls into two approximately equal periods of development. From 1821 to 1871 was the era of pioneering, when the demolition of the forests still absorbed most of the energies of the people. From 1871 down to the present may be seen the free development of modern mixed farming along certain broad lines and in accordance with certain formative factors.

A first impression of the changing aspects of agriculture throughout the century may be had from the subjoined table of statistics. The figures for 1850, which represent the pioneer period, have been worked out from the census and the Assessment Rolls. The data for 1882, 1896, and 1920 are collated from the annual reports of the provincial Bureau of Industries, established in 1882. The statistics chosen have been carefully compared in all respects with those of the harvests in adjacent years, and in each case have been found to belong to an especially favorable season.

Victoria County Crop Statistics.

Products	1850	1882	1896	1920
Fall Wheat, bus.	134,825	274,768	147,714	212,588
Spring Wheat, bus.	none	780,888	188,821	148,094
Barley, bus.	2,843	844,833	472,472	337,703
Oats, bus.	101,758	1,184,338	2,073,702	2,725,583
Rye, bus.	1,253	33,284	28,811	25,808
Mixed grains, bus.	none	none	none	554,525
Corn for husking, bus.	1,857	35,280	26,790	7,888
Fodder corn, tons	none	none	15,827	81,817
Hay and clover, tons	2,813	31,152	47,894	71,283
Alfalfa, tons	none	none	none	1,828
Flax, bus.	none	81	none	1,882
Buckwheat, bus.	443	2,022	85,683	123,823
Peas, bus.	27,305	290,580	585,238	70,488

Beans, bus	none	2,394	6,080	1,824
Potatoes, bags	125,152	364,032	309,120	312,360
Turnips, bus	46,673	1,051,960	2,119,118	1,276,008
Mangels, bus	252	236,400	835,262	302,400
Carrots, acres	none	266	none	17
Sugar Beets, bus	none	none	none	14,400
Hops, acres	none	25	none	none
Horses	1,914	10,953	12,779	13,870
Sheep	12,517	38,132	40,359	30,758
Cattle	8,352	40,589	42,064	62,705
Swine	8,715	16,153	23,820	29,047
Poultry	no record	105,006	152,886	188,591

Comparisons and Contrasts

It will heighten the comparison of these figures when we consider that in 1850 the rural population of South Victoria was about 9400 and that in 1920 the farming population in this same area totalled approximately 9735. In other words, the number of people on the land last year and in 1850 were almost exactly equal. The farm crops for the two years, however, form an amazing contrast, whose explanation must be sought in the conditions of the times. In 1850 virgin forest still covered the greater portion of the land. The area under crop was 19,826 acres in 1850 and in 1920, 198,603 acres, or more than ten times as much. The farmer in the fifties was glad to have cleared sufficient land around his cabin to enable him to sow enough wheat, oats, potatoes and turnips (see table) for himself and his stock. Other crops were almost unknown. The chief exports were not farm products but pine and oak lumber and potash. The latter product was secured by leaching the wood ashes that were so plentiful in times when merely to clear the land, acre after acre of the finest timber would be hewn down in windrows and fired. In 1842 there were 1021 potasheries in Upper Canada. The potash from Eldon township was at one time graded as the best on the Montreal market.

When we turn to the figures for the modern period of agricultural history, we find the countryside given over exclusively to farming. The improved acreage, including pasturage, was 250,000 acres in 1882. By 1920 this had increased by only 32,000 acres. Modern farming was thus already definitely established in the former year.

The figures as given do not, however, show a steady, unbroken development in every line. Some crops once highly favored are now neglected, and others, unknown forty years ago, are now looked upon as essential. It will be not uninstructive, therefore, to take the products, item by item, as they appear in the statistical table, and consider the influences at work behind the scenes, for every marked change in the production of any major crop has some definite explanation. Most of these alterations in farm products are due to the increased complexity of modern farming, to the discovery that certain crops are not suited to this county, and to the loss of certain markets.

Fall wheat, the first cereal listed, has maintained its position fairly well. The drop of nearly 50 per cent in 1896 is due to the starvation prices then current. In 1882 fall wheat had sold for $1.01 the bushel, by 1894 it had dropped to fifty five cents. A later recovery in prices has brought the output back nearer to old levels. Fall wheat is, however, only a semi-minor crop.

Time has proved that spring wheat is not a paying crop in Ontario, and last year's yield was less than one-fifth of the crop of 1882. It is probable that the next generation of farmers will discard it entirely.

Barley was formerly grown for malting and shipped extensively to breweries in the United States. An embargo against Canadian barley caused the first falling off. The diminished crop of today is used largely for fodder.

Rye flourishes on a sandy loam, and as most of South Victoria is a heavy clay, little is ever sown.

Mixed grains constitute a new and popular crop unknown in earlier times. It has been demonstrated by Professor C. A. Zavitz of the Ontario Agricultural College, Guelph, that barley and oats sown together give a better yield than when sown separately. The barley is a surface feeder and matures early, the oats strike deeper and ripen more slowly, and the two cereals seem to co-operate, after a fashion. The resulting mixture makes an ideal chop for all purposes.

Another new crop is fodder corn. Corn for husking has dwindled down to a mere minimum necessary for seed purposes, but the growing use of silos for fodder storage has almost revolutionized the dietary of farm stock. The change since the eighties, when ensilage was unknown, has been phenomenal.

Hay and clover show a steady, normal development. The crop has increased by more than one-half in the last twenty-five years. Alfalfa and sweet clover are popular with a few individual farmers, but have met with no widespread adoption.

The vagaries of wartime markets brought about a mild interest in flax. The permanence of this crop is problematical.

Buckwheat has been planted more and more in recent years. The output in 1920 was more than twenty times that of 1882. The explanation lies in the increasing shortage of farm labor. Buckwheat is not a particularly satisfactory crop, but it can be sown late on the spring program and is therefore adopted then by farmers who find that the lack of help has made a full planting of earlier products an utter impossibility.

Peas have now only a shadow of their former importance. A country-wide plague of weevils began the slump in peas, but this pest has now been unknown in Victoria County for more than a dozen years. The real reason for present unpopularity is the precarious success which attends this crop. A hot, dry spell during the blossom season seems to cook the immature ovaries and ruin all hope of development.

For beans, potatoes, and roots the soil throughout most of the county is much too heavy. Sections of North Emily (near King's

Wharf), and parts of West Fenelon and East Eldon are sandy enough to make these crops ideal Some farmers in the Moynes' Settlement area in Fenelon have realized this fact but elsewhere in these tracts of lighter soil little attempt has been made to develop the crops that best suit the land

In the case of roots, the obduracy of our Victoria County clay is not the only factor in reducing output The scarcity of farm labor and the consequent difficulty of giving these crops proper cultivation have also contributed to their decline Moreover, in stock administration, corn ensilage is steadily taking the place of turnips and mangels

Two or three farmers have begun to plant sugar beets The harvest is smaller to the acre than in the case of turnips but the food value is greater, since the sugar beet contains from fifteen to sixteen per cent of sugar

A small but illustrious crop, for which no exact figures can be secured, is alsike clover seed Ontario produces the bulk of the world's alsike seed supply, and of this total approximately one-fifteenth comes from Victoria County Further, the Dominion Seed Commissioner, Mr G. H Clark, of Ottawa, has stated that the Victoria County seed is the best in the world This is surely a record in which our farmers may feel legitimate pride The alsike clover of the county is grown almost exclusively in Mariposa and Ops, though Fenelon township is beginning to take an interest in the crop

Rise of Dairying

Far more important than minor changes in crops, and to a certain extent shaping the choice of crops, has been the development of dairying This is, indeed, one of the outstanding features of Victoria's second half-century The pioneers, who were practically all Irish, English or Scotch, brought with them an ancestral love for fine cattle In early times they kept all the stock that their little clearings would maintain, though even this often means a very limited collection As the forests slowly retreated, the herds grew in number and extensive mixed farming became a reality In some of the older parts of Ontario a period in which wheat-growing predominated intervened between the pioneer period and the modern mixed farming period Such was the case in York county, which, in 1850, produced over two million bushels of wheat In Victoria, pioneering was much delayed and dairying followed close after the era of lumbering

From 1870 to 1900 the co-operative cheese factory was the focus of dairy enterprise Since that time the creamery has gradually displaced the cheese factory

The co-operative companies were easily organized Half a dozen or more farmers in a locality drew up an agreement in accordance with a special Act passed for the purpose and registered this agreement at the county registry office Sufficient money was subscribed to build a factory and equip it A committee of management was appointed Fifty or more farmers agreed to send their milk daily to the factory, where it was made into cheese by an expert Careful record was kept of the milk supplied by each patron and also of its quality in value for cheese The products were sold and the surplus, after deducting the cost of making and selling, was divided among the patrons according to the amount of milk that each had sent In Victoria County in 1897 there were 1047 patrons of cheese factories Their contribution of milk was about fifteen million pounds and their net returns $85,954

In 1870 there were no cheese factories in the county In 1896 there were sixteen, as follows —

Name Secretary and Address
Palestine—Samuel Truman, Kirkfield
Lornevile—James McAlpine, Lorneville
Maple Leaf—John Read, Downeyville
Omemee—H Stephenson Omemee
Cambray—E G Lytle, Cambray
Cameron—Manley Maybee, Cameron
Little Britain—O J B Yearsley, Little Britain
Mariposa—David Rogers, Linden Valley
Valentia—Joseph Mark, Valentia.
North Ops—John Jackson, Lindsay
Reaboro—Joseph Brown ,Reaboro
Bobcaygeon—Geo W Taylor Bobcaygeon
Dunsford—John McDonell Dunsford
North Verulam—Emerson Tiers, Fairbairn
Red Rock—Wm Paul Red Rock
Star—Morgan Johns, Bobcaygeon

However, the perfected invention of the cream separator brought about the abdication of the cheese factory in favor of the creamery It was a long step forward when the cream could be automatically drawn off for shipping to the creamery and the skim-milk saved at home for the pigs and the calves In 1896 no creameries had yet been registered anywhere in the county, today the following butter manufactories are in operation —

Name Secretary and Address
Omemee—L A Southworth, Omemee
Victoria—Lindsay Creamery Co , Lindsay
Kinmount—J A Austin & Son, Kinmount
Fenelon Falls—R A McIntosh, Fenelon Falls
Coboconk—J A Ham, Coboconk
Eldon—Newman Bros , Lorneville Jct

There are also seven cheese factories still surviving from the heyday of the nineties They are the following —

Name Secretary and Address
East Emily—John Collins Ennismore
Rasboro—Mrs Wm Nevin, Reaboro
Star,—John Robertson, R R No 1, Dunsford
Dunsford—J B Kennedy, Dunsford
Red Rock—G W Taylor, Bobcaygeon

Victoria—Yonkoo & Lobban, R R No 3, Fenelon Falls
Bobcaygeon—G W Taylor, Bobcaygeon

Figures of Prosperity.

The farming community has had a long, hard struggle, even down to quite recent times, to establish prosperity in the face of inadequate remuneration. Within the last few years, however, market prices have been more commensurate with the farmers' expenditure of toil and money. In 1897 the gross value of the year's crop was $1,901,251, and the capital investment $16,270,748. The net result of the year was probably a loss. In 1919, however, the gross crop value was $7,182,680 on a capitalization of $31,073,425. In 1897 chattel mortgages for the county had totalled $878,587. By 1919 these mortgages had shrunk to a mere $37,400, and the shadow of debt was nearly gone.

The value of Victoria County's farm property, as estimated for 1919 by the Ontario Department of Agriculture, was made up as follows:—Land, $15,730,097; buildings, $8,858,548; implements, $2,291,074; live stock on hand, $6,395,706; total, $31,073,425. The valuation of the farms of some of the counties near by was as follows:—Haliburton, $3,532,259; Peterborough, $28,877,241; Durham, $30,424,892; Northumberland, $34,133,102; Ontario, $48,035,17.

Factors in Agricultural Development.

The chief factors contributing to the changed aspect of modern agriculture have been four in number, viz: (1) the evolution and use of complex machinery, (2) the improvement in means of transportation; (3) the adoption of the findings of scientific investigation; and (4) the rise of new forms of agricultural co-operation.

The Development of Machinery.

The development of farm machinery has been amazing in its rapidity and extent. Oxen dragged the pioneer's tree-crotch plow among the stumps, barely scratching the surface of the forest loam; thence we find a steady advance to the modern steel plow, with its removable and adjustable colter and mould board, and now, on many farms in the county, gang plows dragged by gasoline tractors, steadily turn up several furrows at a time. Then we have improvements in harrows for pulverizing the soil, in drills for sowing the seed, and in cultivators for replacing the old-fashioned hoe. The earliest settlers harvested their grain with sickles, after the fashion of four thousand years before. Then came the scythe and cradle, then the reaper and the mower, and finally that wonderful machine, the self-binder. Pioneer threshing was accomplished by flailing the grain with two sticks fastened together with a strap or by having horses or oxen trample it out. Now an elaborate threshing-machine run by steam or gasoline power separates the kernels from the chaff and straw with speed and thoroughness once deemed impossible. The principle of the silo, which is as ancient as Old Testament times, has been revived and improved upon. Instead of being a mere corn pit in the ground, it is now commonly an imposing stand-pipe of wood or cement filled with chopped-up fodder from a corn-cutting machine. Under this system a greater number of cattle can be supported on a farm of a given size. The preparation of dairy products has likewise received great assistance from inventive genius. In early times cream was skimmed from standing milk, hung up in a bag, and pounded or swung around. Sometimes a primitive form of barrel churn was used. Then came the dash churn and then the application of dog power, horse power, and steam power, the introduction of the box churn, and the constant elaboration of machinery in one direction and another. Today the cows can be milked by machinery, machines separate the cream from the milk, and every process in butter or cheese manufacture down to the putting of the finished product on the market can be accomplished by mechanical means. Cold storage warehouses then step in to keep the finished product from spoiling before it can be disposed of for actual use. All these changes have come in, not during a score of generations but within the memory of men now living. Familiarity all too often blinds us to the wonder of the achievement.

Improvement of Transportation.

Facilities for transportation are vitally connected with agricultural development. When precarious forest trails were the only means of travel, the export of farm products was almost unknown. A few sacks of wheat might be taken to some backwoods mill for gristing, but the farmer never ventured farther. As a result, the farm was almost self-sufficient and supplied its own needs with amazing ingenuity. The building of railroads, which began in 1857, and the construction of passable roads have both wrought great changes. The farmer now produces only those things which the farm grows best, and is able to market the great surplus which exceeds his immediate needs. He now buys in town and village his clothes, his furniture, his tools, his farm implements and machinery, the lumber for his house and barn, the dishes for his table and the blankets for his bed. Certain irresponsible orators sometimes state nowadays that the farm is self-supporting and self-sufficient, and that farmers could, to attain economic ends, sever all connection with a recalcitrant urban population and live in splendid isolation. Only a disordered imagination could conceive of such a ghastly undertaking by which Canadian farmers would deliberately murder, through starvation, hundreds of thousands of women and children of their own flesh and blood. Further, its fundamental assumption, that the modern farmer is economically independent, is utterly false. Strip from him all that his commercial, professional and industrial fellow-citizens have given him and he would be in far worse case than his pioneer grandparents, for he would have all of their needs and would lack the means and ability to fill them. Modern means of transportation have made us a nation of interdependent people—many members, with many functions, yet one body; and if one member suffer, all suffer with it

Agriculture Benefits From Science.

Scientific investigation has been little less important than improved transportation in its effects Agriculture was long an art but is now rapidly becoming a science Botanists produce and test new and better varieties of plants (such as the O A C No 72 oats, No 21 barley, and No 104 winter wheat) and study the control of rusts, rots moulds, mildews, and other parasitic forms of plant life Entomologists have saved hundreds of millions of dollars to this continent in the last half century by their intelligent fight against insect pests Chemists, commencing with Sir Humphrey Davy and Liebig, have analysed the soil and laid down the chemical prerequisites of successful agriculture In 1874 the Ontario Government established an Agricultural College and Experimental Farm at Guelph Since then many hundreds of enterprising young men have studied there and have returned to uplift the standards of farm efficiency in the community of their upbringing For many years Victoria County, like all other counties in Southern Ontario, has had an Agricultural Representative stationed in it to study local problems and to give expert advice Many farmers, however, still fail to realize the urgency of the rules laid down by scientific agriculture and have yet to put their farms on an efficient basis Two of the most important points on which stress can be laid today are (1) the adaptation of crops to soil and (2) the maintenance of soil fertility by an intelligent rotation of crops, definitely planned out, and by the generous use of fertilizers The former question has already been touched on in the discussion of recent crops The urgent need of consideration for the latter principle will be evident from the following table, showing the yield per acre of certain crops in Victoria County (a) in 1882, (b) for the period 1882-1886, and (c) for the average of the two years 1919 and 1920 —

Product, bushels per acre	1882	1882-1886	1919-20
Corn in ear	70	47 5	85
Beans	18	15 8	12
Mangels	600	465	408
Turnips	455	397	886
Peas	20	20 1	15 5
Potatoes	128	128	118 8
Rye	18	16 1	15 1
Oats	38	33 1	31 7

When all due allowance is made for the vagaries of seasons, it remains overwhelmingly evident that many farms in this County are being mined, not farmed, and that the fertility of the land is being steadily depleted without any thought of the future

Another tenet of scientific agriculture is the establishment of thoroughbred strains of stock Three organizations in this county, the

Hereford Association the Holstein, Association and the Victoria County Pure Bred Stock Association are seeking to promote the establishment of thoroughbred flocks and herds, but are meeting with considerable hostility from those who have muddled notions of economy or who are jealous of their own personal right to keep mongrel stock

The first deliberate attempt to develop thoroughbred stock in Victoria was made in 1880 by the late Mossom M Boyd, of Bobcaygeon His aim was to establish a cattle-breeding station by which ultimately to revolutionize the herds of the district With this end in view he visited the principal stock farms of Ontario and bought several pedigreed Herefords and Durhams In 1881 he began to assemble his famous herd of Aberdeen-Angus cattle Among his most successful animals were the cows Etame of Aberlour (8208) and Wenton (4610) and the bulls Chivalry (1765) and King of Trumps (2805) King of Trumps was many times first in Ontario at the Provincial Exhibitions He was killed on May 20, 1887, by a fall in the course of a battle with Chivalry on board the barge Paloma, on Pigeon Lake

In 1881 also, the late John Campbell of North Mariposa began to build up a flock of thoroughbred Shropshire Sheep His ewes "Nancy" and 'Topsy," his ram 'Gold Medal,' and many other animals, won countless prizes, sweeping their class even in international expositions In 1884 Mr Campbell also won the gold medal then awarded annually for the best cultivated and administered farm in Ontario

The late George Laidlaw of the "Fort Ranch,' Balsam Lake, was a pioneer in the establishment of ranching on a large scale in the waste places of North Victoria

It is well to remember that to a Victoria County man, the late Mossom M Boyd of Bobcaygeon, belongs the sole credit for the creation of a new animal, the "cattalo' Mr Boyd first secured ordinary hybrids by crossing buffaloes with domestic cattle He then mated the hybrids among themselves and produced a new stable type which he termed the "cattalo" The aim was to secure animals of a good beef type which would also have sufficient ruggedness and rustling qualities to winter in regions, such as the northern part of the prairie provinces, where the need of winter shelters and of large quantities of stored feed makes the breeding of ordinary cattle impracticable The cattalo fulfils these requirements splendidly Its hide is almost as warm and thick as that of the buffalo It is hardy and not susceptible to disease In winter it grazes through the snow It needs no winter shelter It faces storms and does not drift with the storm, as do ordinary cattle On Mr Boyd's death in 1915 the Dominion Department of Agriculture purchased from his estate twenty head of hybrids and cattaloes and placed them first on the experimental farm at Scott, Saskatchewan, and later on at Wainwright Time is only vindicating the skilful enterprise of their Victoria County creator

Among the many Victoria County farmers who are today maintaining thoroughbred stock may be mentioned the following G C Channon, Oakwood, Aberdeen-Angus cattle, James Callaghan, Reaboro, Holstein cattle, W J McNevin, Ops, Ayrshire cattle, A. Jamieson, Woodville, Shorthorn cattle and Shropshire sheep, J R Kelsey, Woodville, Shropshire sheep, John Cullis, Oakwood, Leicester sheep; A E Whetter, Oakwood, Clydesdale horses, J Currie, Woodville, Yorkshire swine

New Forms of Co-operation.

The fourth, and last, major factor in shaping agricultural development, has been the growth of new forms of co-operation in rural society In pioneer times a whole neighborhood would gather in "bees" to co-operate in logging, clearing, barn-raising, road-making, corn husking or even pig-killing The women, too, had their bees for carpet making or quilting Today the farmer does his own work and limits his operations to his own farm and his own help The only exceptions are at barn-raisings and when neighbors gather to help the thresher, who goes from farm to farm with his machine and portable engine But co-operation now finds expression along broader and less intimate lines, in organizations for collective buying and selling, and for mutual emulation and increased efficiency We have already referred to the co-operative cheese factory and creamery companies A still more recent organization is the Victoria County Co-operative Company, Ltd, which aims at the co-operative sale of seeds, grains, and other farm products

The Rise of Agricultural Societies.

Less immediately remunerative than these commercial ventures, but even more potent in the improvement of rural life have been the agricultural societies, with their annual fairs where comparison of products stimulates a desire for better crops and better stock

It is not definitely known how early agricultural societies and associations appeared in South Victoria All local records were lost in the Lindsay fire of July 1861, but it seems probable that some organization had been effected even before that time, for on October 10 1861, a full-fledged Victoria County Agricultural Society held a fair at Oakwood A fortnight later a plowing match was conducted on the farm of John Gibbs, in Ops Michael Thorndyke won the first prize of six dollars

On January 15, 1862, the following officers were elected for the year —President, John Gibbs, first vice-president, W Mederill, second vice-president, W L Russell, treasurer, J H Hopkins, secretary, S C Wood, directors, William Cottingham, Arthur McQuade, Patrick McHugh, William Thorn, J O'Leary, William Bateman, W Banks

The annual gatherings of this early society were subject to many vicissitudes Sectional interests tended towards the establishment of township societies and the decline of the larger organization

The other societies which have arisen from time to time and held fairs, with more or less of success, have been the following —(1) The Mariposa Society, meeting at Oakwood—the oldest and most successful of the township societies, (2) The Emily Society, meeting at Omemee; (3) The Verulam Society, meeting at Bobcaygeon, (4) The Ops Society, meeting at Lindsay, (5) The Fenelon Society, meeting at Fenelon Falls; (6) The Eldon Society, meeting at Woodville, (7) The Bexley and Carden Society, meeting at Victoria Road, (8) The Somerville Society, meeting at Coboconk, (9) The Laxton and Digby Society, meeting at Norland, (10) The Galway (Peterborough County) Society, meeting at Kinmount, (11) The North Victoria Society, meeting first at Glenarm and later at Victoria Road, and (12) The South Victoria Society, meeting at Lindsay. Only seven of these societies, viz numbers 1, 2, 3, 5, 6, 10, and 12, still survive.

Auxiliary to the agricultural societies proper there have been the Victoria Ploughmen's Association, the Lindsay Horticultural Society, and the Lindsay Poultry and Pet Stock Association. The Victoria Ploughmen's Association, which is now unfortunately defunct, was formed in October 1885, for the purpose of holding annual ploughing matches. The first executive comprised the following:—President, M. W. Berkeley, Cambray, 1st vice, Donald Grant, North Mariposa, 2nd vice, Nelson Heaslip, Bexley, secretary, H. Cameron, Woodville, treasurer, James Stuart, Woodville. A match was held October 22, 1885, on the farm of E. R. Irish, Woodville and John Campbell of North Mariposa won first prize. The Horticultural Society dates from about 1878 and the Poultry Association from comparatively recent times.

History of the Lindsay Central Exhibition.

During the past forty years the township societies have tended to become subordinate to the South Victoria Society and the "Lindsay Central Exhibition" to grow at the expense of the outlying fairs. This tendency began in 1875. In that year the four "Midland Counties," (Peterborough, Victoria, Durham and Northumberland), agreed to co-operate in the staging of a "Midland Central Exhibition," to be held in turn in Peterborough, in Port Hope, in Lindsay, and in Cobourg. A joint directorate was elected from the representatives of the agricultural societies of the four counties. Conferences were usually held in Millbrook, which was judged neutral ground and a conveniently central rendezvous.

The first Central Exhibition was held in Peterborough in October 1875, the second in Port Hope in 1876, and the third in Lindsay on October 2 and 3, 1877. The executive in 1877 comprised the following:—President, John Connolly, Ops, vice-president, George Cockburn, Baltimore, treasurer, Col. Deacon, Lindsay, secretary, J. H. Knight, Lindsay. The late James Keith was at that time Secretary-Treasurer of the South Victoria Agricultural Society and contributed not a little to the success of the Central Exhibition.

The purchase of suitable grounds had been the first consideration and had been undertaken by the South Victoria Society. Previous local fairs had been held on the block just south of Victoria Park. This block is now partially occupied by the Sylvester buildings but then lay vacant. A site was next purchased along that part of George Street lying between Albert and Hamilton Streets. This lot, which lies southwest of the present round-house, was found to be too boggy and was sold to the Whitby, Port Perry, and Lindsay Railway Company for $1300. The South Victoria directors then bought a tract of eight and a half acres, lying west of Adelaide Street North, the present location, from John Knowlson for $3500. This land was then an uneven cow pasture, dotted with stumps. It was at once levelled, improved, and fenced in. Eighty cattle stalls were built along the north side of the grounds and eighty horse stalls along the south side. The west end was occupied by sheep cots and swine sties. In the east centre of the grounds was the main building and west of this an oval racetrack, of one-fifth of a mile. The judge's stand was in the centre and a band stand west of that again. The hennery stood to the north of the main building.

The Exhibition of 1877 was a great success. The first day was wet and discouraging, but the second was fine and over 25,000 visitors came in from outside points during the single day. The entries totalled 2868 and the gate receipts $2964.

The South Victoria Society was now for some time in financial difficulties. Its outlay for land had been $3500 and for buildings $5738. Towards this cost Lindsay had contributed $500, the county council $700, the province $700, and sundry townships $475. The balance had to be sought for otherwise and it was some time before all debt was cleared away.

The Central Exhibition was held in Cobourg in 1878, in Peterborough in 1879, in Port Hope in 1880, in Lindsay again in 1881, and in Cobourg in 1882. It was to have been held in Peterborough in 1883, but the Peterborough County societies refused to co-operate any longer in the "Midland Central" system. The South Victoria Society then undertook, with considerable enterprise, to stage a "Lindsay Central Exhibition" under its own auspices. This Exhibition was held on October 3, 4, and 5, 1883. Though not as pretentious as the four-county fairs of 1877 and 1881 it nevertheless brought in over 2000 entries and a great crowd of visitors, for it inherited in some measure the prestige of the abandoned Midland Central gatherings. The Lindsay Central Exhibition has been held annually by the South Victoria Society ever since 1883 and has met with ever increasing success.

Additions of land and buildings have been made from time to time. In 1884 two and a half acres were secured from the Workman Estate and in 1904 a tract to the north of the earlier lot was bought for $1500. In 1884 the track was extended to the half-mile and a fence, long since demolished, built around the entire course. A roofless grand stand, twenty feet by two hundred, was erected for Dominion Day 1885, and a roof added in 1888. The present poultry building was put up in 1885, the cow stable in 1902 and the horse stable in 1806.

Today the society enjoys unparalleled prosperity. In 1921 a four-day exhibition was held and a total attendance of over 45,000 was registered

The Grangers and the U. F. O.

Still more important than the agricultural societies in its scope was the Grange or Order of the Patrons of Husbandry, which flourished in the seventies and eighties. This was a farmers' secret society, first organized in the United States in 1867 and taken up by rural Canada in 1872. The first Dominion Grange was inaugurated on June 2, 1874, with S. W. Hill as Worthy Master. In Victoria county, local lodges first appeared in 1876. Mariposa Grange No. 380, headed by John Cruess, was perhaps the strongest lodge in the county. At a Grange picnic held June 11, 1880, in Tyrrell's Grove, Cambray Station, over 3000 persons were present.

The organization was strictly non-political and merely sought by co-operation to increase agricultural prosperity. Its ultimate failure had the following causes:—(1) The overwhelming failure, through mismanagement alone, of three co-operative enterprises,—a fire insurance company, a trust company and a wholesale supply company. (2) An innate spirit of aloofness among farmers. (3) Internal dissensions. (4) Reckless financial administration. (5) The counter-attractions of the Farmers' Institutes which were organized and encouraged by the government.

In 1890, a new and very different farmers' organization, "The Patrons of Industry," launched out into active politics as a separate party, opposing the "National Policy." Failure in the elections of 1895 wrecked and dispersed the Order.

In 1914 the Grange emerged in a new incarnation as the United Farmers of Ontario. Under this great class union there are twenty-eight farmers' clubs in Victoria County. These branches form a county organization of which Jasper Foreman, of Kirkfield, is president, and M. J. Hogan, of Lindsay, is secretary. The U.F.O. aims at the widest possible co-operation among the farmers of Ontario in order to better their social and economic conditions. Its chief activities are commercial, political, and educational.

The commercial executive, known as the United Farmers' Co-operative Company, is centred in Toronto and has carried on a large business in co-operative buying and selling. Branch retail stores have been set up throughout the towns and villages of Ontario, but the chief success of the company has been in the wholesale marketing of live stock. The retail branch store cannot undersell the independent merchant unless separate wholesale houses and factories for all lines carried are owned and operated by the U.F.O., and when the farmer becomes a manufacturer he ceases to be a farmer and is likely to meet with disaster as did the Grangers a generation ago. But the wholesale marketing of farm products is both commendable and profitable. The combined business of the Victoria County clubs amounted last year to over a million dollars.

The clubs are also foci for the social activities of their districts and centres of instruction in agricultural science and general knowledge. Similar educational work was carried on a generation ago by the West Victoria Farmers Institute, which was organized December 9, 1885 with I. W. Reid, of Ops, as President, and James Keith, of Lindsay, as Secretary. It is in the educational and social activity of the individual clubs that the greatest promise lies for permanent strength for the U.F.O. movement.

The political strength of the U.F.O. in this county was manifested in October, 1919, when both of the Farmers' candidates, Mr. F. G. Sandy of Omemee for South Victoria and the Rev. Edgar Watson of Fenelon Falls for North Victoria, were elected to the Provincial Legislature. As a result of that election the U.F.O. representatives for Ontario became the largest party in the House, although the actual number of votes cast for them were fewer than those for either Liberals or Conservatives. As representation by population would reduce them to an impotent minority and as the government is pledged to such electoral redistribution, those U.F.O. leaders who have any political acumen are urging a broadening out of the party so as to welcome under its banners all urban citizens of congenial ideals. This would not, of course, interfere with the unity of the U. F. O. in its financial and educational activities.

The women of the farm have long been organized in Women's Institutes, which have aimed, by the study of domestic science and in other ways, to improve and beautify the farm home. Many of these institutes are now, for better or worse, merging their identity in a new companion organization to the U.F.O., viz. the United Farm Women of Ontario.

Thus, by the development of machinery, of roads and railroads, of scientific study, and of widespread co-operation, a new and vastly different countryside has taken the place of the Victoria County of seventy years ago.

Chapter IV.

The Northern Townships.

The seven townships, Somerville, Laxton, Carden, Digby, Dalton, and Longford, which lie to the north of the Kawartha water system, may be conveniently referred to as "North Victoria." Like the six southern townships ,they constitute a geographical unity, but their past development and future problems are in marked contrast to those of South Victoria. What these peculiar characteristics of North Victoria are may best be ascertained by sketching briefly the histories of the individual townships and then drawing broad conclusions from our survey.

(A.) The Beginnings of Baxley.

The township of Bexley is named after the Right Honorable Nicholas Vansittart, Baron Bexley (1766-1851), who was Chancellor of the Exchequer (and thus a colleague of Eldon) during the Liverpool administration.

Bexley is small in area and very irregular in outline. To the west and north it is bounded by straight survey lines separating it from Eldon, Carden, and Laxton, but on the east and south it is delimited by the Gull River and by Balsam Lake, whose deep bays carve up its borders fantastically. The most salient feature of Balsam Lake is Indian Point, a long blunt tongue of land, a mile in width, which is marked out by Northwest Bay and the Gull River estuary. Just southeast of this point are several small islands, of which Ghost Island, fifteen acres in extent, is the most important. This long, narrow, forest-clad island is shrouded in legend. It has two Indian mound graves of unknown antiquity. Tradition has also endowed it with buried treasure. According to pioneer lore, certain Jesuit priests had been stationed among the Indians in this part of Ontario and farther west prior to the British conquest of Canada in 1759. When the armies from the south began to close in on Canada, these priests gathered all their church plate together and prepared to paddle with it to Quebec. However, in passing through Balsam Lake they buried it, for some reason, on Ghost Island. The tale is apocryphal and hard to verify, but was given such local credence that several large excavations and dozens of smaller ones were to be found fifty years ago where optimists had been digging for the legendary treasure. The continual interference of Jesuitical ghosts (whence the name of the island) was supposed to have thwarted all efforts to locate the buried silver.

Let us return, however, from legend to physiography. Two small

streams, Perch Creek and Talbot Creek, enter Bexley from the north and unite before passing out across the western boundary. Raven Lake is a small expansion of Talbot Creek about two miles above its junction with Perch Creek.

The township is still within the limestone region but not far from the frontier of the granite country. The land surface has been severely glaciated and the rocks are usually either exposed or covered with a layer of soil so thin that a forest fire destroys it. Even where the soil is deep, as in occasional pockets of drift, huge boulders are scattered throughout it.

The government survey was made in the early thirties. All land adjoining Balsam Lake and the Gull River was divided into lots with a narrow frontage on the water and a depth of about two miles. The area to the north and west behind these front ranges was divided into eight orthodox concessions, numbered from west to east, and a varying number of 200-acre lots, numbered from south to north.

The western boundary of the township was a colonization highway known as the "Victoria Road," built about 1863 and running from Goose Lake on the Mariposa boundary north to join the Peterson Road in the peak of Longford township. The Portage Road, which followed the line of the old Indian trail from Lake Simcoe to Balsam Lake, ran out its last four miles in Bexley. Here, as in Eldon, the land adjacent to the road was divided into deep, narrow lots. From the Balsam Lake terminus of the Portage Road, the "Lake Shore Road" runs up along Northwest Bay to Coboconk. This is a forced road. The regular road allowance lay at the rear of the thirty-eight deep lots along the bay; the settlers had their homes near the waterfront, and to have put through the road as surveyed would have meant the maintaining of thirty-eight private lanes, each two miles in length. Accordingly all agreed to cut through this Lake Shore Road from lot to lot. Still another prominent highway is the Cameron Road, which follows a winding course west of the Mud Turtle lakes from Coboconk to Norland.

An Admiral and Others.

The first settler in Bexley was Admiral Vansittart, a cousin of Baron Bexley, who came to Canada in 1834 and was given a grant of one thousand acres on the shore of West Bay, Balsam Lake. He came in with ox-wagons over the old Indian trail from Lake Simcoe and often had to stop and chop out trees and logs from the path. His new property, at the head of the portage, had had an earlier history. Indian villages had flourished here in the sixteenth century, Champlain had traversed the spot in September of the year 1615, Jesuits, coureurs de bois, Hurons, Iroquois and Mississagas all passed and repassed up to 1760, then came English fur-traders, and towards the end of the eighteenth century a trading post, comprising three main buildings, was established near the shore. The stone chimneys of this post were still in existence in 1871, but were demolished not long after.

The old admiral was not without character. Even in his wilder-

ness home he insisted on dressing for formal dinner every evening and was never without his champagne He was twice married His second wife was a Miss Stephenson, the daughter of one of his own servants, and to her he left the entire Balsam Lake estate In later times about 1871, the property passed into the hands of the late George Laidlaw, "the Laird of Bexley," who named it "The Fort Ranch" The name does not refer to any fort on the premises but to the customary question of a frequent guest the late Hon Rupert Wells, who, as the times were hard and money tight, would ask his host on each visit if he were still "holding the fort" One of his sons, Colonel George E Laidlaw, now occupies the estate

At the time of the government survey, Indian Point was set aside as a reserve for a mixed band of Mississaga and Ojibway Indians, who were then in occupation In 1826 Samuel Cottingham of Omemee received a government contract to build twelve houses here for those of the Indians who were Christians Their pagan kinsfolk lived in wigwams on the islands near by In 1847 the Indians put in a claim to the government for all islands, points, and broken points of land, but met with no success At last, about 1860, a Peterborough lumberman named Denniston secured control of the forest on Indian Point and along the north shore of the lake and the Indians moved away, the Ojibways to the Rama reserve, north of Orillia, and the Mississagas to Scugog Island After all timber had been removed from the point small narrow lots were platted running from a central road survey to the water on each side This road was never opened, only a winding lumber trail wandered up the point towards Coboconk

As a result of these lumbering operations a number of French-Canadian lumberjacks, the Bradimores, Grozelles, Breauws, Demoes, and Anglers, settled in a body north of Balsam Lake near the Laxton boundary Old Joe Demoe had been foreman of the square timber raft gangs who went in the old days from Bexley to Quebec with their rafts

In the southwest corner of Bexley along the last four miles of the Portage Road, the old Indian trail, the earliest settlers were the Kings, Lytles, Ballams, Herons and Drakes, all from the north of Ireland Most of the pioneers along the west shore of Northwest Bay were Highland Scotch, whose only tongue was Gaelic Amongst these were the families of Bell, Brown, Cameron, Gillespie, Graham, Macdonald, McFadyen, McLeod, McInnis, McMullen and Murchison Several Irish-Canadian Protestants, Joseph and George Staples, Henry Southern, and Henry, George and William Peel, came from Caven township, Durham county, in 1864-5, and settled in the north and northwest of Bexley This area is still known as "The Peel Settlement" There are a few Irish Catholics near the Carden boundary

While the earliest pioneering was largely done by Scotch and Irish, the predominant element in later immigration, especially in the villages has been English The census figures for 1911 are illustrative of this point —English, 337, Irish, 267, Scotch, 117, Dutch and German, 64, French, 42 The chief church affiliations are as follows —

Methodists, 317, Anglicans 195, Presbyterians, 121, Roman Catholics, 110.

A Phantom Village

The first village in Bexley never became a village. At the time of the government survey Block C, on the west shore of West Bay, where the Trent Canal now leaves Balsam Lake, was reserved as a town site. The name "St. Mary's" was given it on the official plans. It turned out, however, that the surveyors had chosen a tract of flat rock with about two inches of soil. No ditches or cellars could be dug and the site was abandoned. It was long known as "the government reserve," but now forms part of the Laidlaw estate.

Just adjacent to this tract but on the north side of the terminus of the Portage Road there was once a post office named Aros, serving the Highland Scotch settlers along the Northwest Bay. The office was in the right-hand front room of the old Vansittart log mansion. The postmaster was a Charles McInnis, who had succeeded in having the little post office named after his Scottish birthplace. The mail was brought in from Kirkfield once or twice a week. This service was only discontinued in 1872, when the Toronto and Nipissing Railway was built and a post office was established at Victoria Road Station.

Where the Sea Gulls Nested.

The village of Coboconk dates from 1851, when the first saw-mill north of Cameron Lake was built here. The name is a contraction of the Indian "Quash-qua-be-conk," meaning "where the gulls nest." It is interesting to note that the "Gull River" flows through the village and that its largest expansion, twenty miles farther north, is known as "Gull Lake." The common herring gulls are still quite plentiful near this lake.

Coboconk developed in an era of lumbering. In the fifties, sixties and seventies, enormous quantities of pine were taken out. The prevailing occupation around Balsam Lake was the preparation of squared timber for the Quebec trade. At first, large square punts, rowed with sweeps, were used for "kedging" timber rafts across the lakes; later alligator tugs came into general use.

Game fish were remarkably abundant. In the spring of 1886 over five thousand maskalunge were speared at Coboconk during the running season. One man alone disposed of fifty on the 24th of May. This wanton wholesale killing has left a much scantier harvest for the conscientious sportsman of today.

Modern Coboconk is a village of about four hundred inhabitants. It is the terminus of a railway division which was formerly the narrow-guage Toronto and Nipissing Railway, completed in 1872.

For many years Coboconk was known as "The University City," for an itinerant humorist named Thompson (otherwise Jimuel Briggs, D.B.) used to tell of a fictionary college which he himself had founded there. The site of the "Jimuel Briggs University" was long a matter of dispute, but certain of the villagers came to identify the institution with an old shingle mill, which, so the story ran, small boys set on fire while Jimuel lay within, deep in an alcoholic nap.

A really serious fire visited Coboconk on May 16, 1877. The blaze began in the rear of Kay's hotel and did not die out until half the village (all of the section on Main Street north of the bridge) lay in ashes.

At the present day Coboconk's chief industries are the Gull River Lumber Company, managed by James Peel, and the lime plants of the Canada Lime Company and the Toronto Brick Company. The village has also a grist mill, one hotel (The Jackson House), three churches, and five stores.

"The City of Peace."

Victoria Road is a village which has sprung up around a station established in 1872 by the T. and N. Railway at the point where it crossed the Victoria Colonization Road. It was long known as "The Road" and as "The City of Peace." The village is not incorporated, and as it lies partly in Eldon, partly in Carden, and partly in Bexley, each of these townships levies taxes on those villagers who live within its borders.

In 1879, seven years after founding, Victoria Road comprised the following business establishments:—The general stores of Staples and Shields and of H. Wilson, Alfred Taylor's grocery store, Heaphy's grocery store, which included the post office, William Boden's smithy and wagon shop, G. L. Collis's smithy, Fee's livery, Midgeley's tin shop, and William Taylor's tailor shop. The chief industries were Thomas Thompson's three-storey grist mill, built in 1876, and containing three run of stones, and a sawmill owned by Dr. McTaggart. There were three hotels, the Commercial Hotel, run by Patrick Fox, the Victoria Hotel, run by a Mr. Wismer, and a temperance house, managed by Mr. Shields. Two red brick churches housed Roman Catholic and Presbyterian congregations respectively. The former were under the care of Father Fitzpatrick and the latter led by the Rev. D. D. McLennan.

At the present day the population of Victoria Road is about two hundred. It has no outstanding industries, but serves the surrounding country with its general stores, bakery, butcher shop, hotel, doctor, undertaker and clergymen. Peat fuel has in times past been prepared commercially in bogs not far from the village.

"Hell's Half Acre."

Corson's Siding is a small railway village about six miles northeast of Victoria Road. At one time the Toronto distillers, Gooderham and Wort, owned a large timber limit adjacent to the Siding. This timber they shipped to Toronto as cordwood. A lake captain named Corson, after whom the village is named, was sent up to take charge of their interests. For the winter's cut of cordwood he would import a gang of lake sailors from Toronto. The latter would bring with them an abundance of whiskey and an auxiliary corps of prostitutes, and the limits were so aflame with drunkenness and hot uncleanness that the Siding was known throughout the north country as 'Hell's half acre.' The timber was all cleared out by 1890; the scandalous visitors ceased to come; and the slashed limits were sold as ranch-land. Gooderham and Wort had also operated lime kilns at Corson's Siding. These were carried on for a few years longer and were then sold.

Raven Lake is a railway station beside the body of water so named. Bexley is a rural post office on Lot 9, Concession III, serving the "Peel Settlement" area.

Bexley township has developed very slowly owing to the poverty of its soil. In 1871 its population was 489, and less than four square miles were under cultivation. In recent years ranching has begun to take the place of farming throughout much of the township.

(B.) Features of Somerville Township.

The naming of Somerville township has been referred to Sir W. Somerville, Chief Secretary for Ireland in 1846, and also, with more probable accuracy, to Julia Somerville, the wife of Sir Francis Bond Head.

On south, east, and north, Somerville is bounded by the rectangular limits of Fenelon township, Galway township (Peterborough county), and Lutterworth township, (Haliburton county). On the west it terminates on the irregular shores of the Gull River, the Mud Turtle lakes, and Balsam Lake. The township is crossed by three river systems and their valleys:—The Gull River on the west, Corben Creek and its expansion into Four-mile Lake, and Burnt River. The northeastern one-third and the northwest corner of Somerville are within the granite region. The remainder of the township is a drift-strewn limestone plateau separated from the granite area by an abrupt escarpment. This escarpment follows down the river valleys for some distance where they first enter the limestone country. The soils in the north on both limestone and granite are thin and sterile. They are deeper in the south but even there farming is precarious apart from the broad river valleys.

Somerville was surveyed in the thirties, about the same time as Bexley. As in that township, the land bordering on Balsam Lake and the Gull River system was platted off into a range of deep, narrow lots fronting on the water. The rest of the township was divided into fourteen ordinary concessions, numbered from south to north. The Bobcaygeon Road, a colonization highway begun in 1857, passes up the eastern boundary on its long run north into Muskoka. The Monck Road, built east from Orillia in the early days, crosses Somerville along the 13th concession line.

A Second Generation of Pioneers.

The inhospitable aspect of the township repelled all settlement

for a time, but with the growth of lumbering and the clearing away of the forests in the early sixties, a number of permanent residents, chiefly farmer descendents of pioneers in the Lake Ontario counties began to drift in Amongst these settlers occur the names of Badgerow, Butler, Cavanagh, Cookman, Crabbe, Ead, Earl, Fell, Hannah, Hunt, Lyle, Mason ,McKay, McMahon, Powers, Taggart, Watson, and Workman

Somerville's Villages.

Kinmount is a village in the precipitous valley of the Burnt River in the northeast corner of the township It exists because it was an eligible mill site at the junction of the Bobcaygeon and Monck roads These advantages were later confirmed by the entry of the Victoria Railway in 1876 The first mill was built by John Hunter about 1861 For many years there were several mills along the river within two miles of the village William Cluxton, Wilson and Stephenson, Mansfield and O'Leary, and W Caldwell were among the millers prior to 1888.

Perhaps the most exciting incident in Kinmount's history was the disastrous fire which destroyed almost the whole village on the evening of Friday, September 26, 1890 While most of the villagers and many outsiders had gathered in the Baptist church to hear Joe Hess lecture on temperance, the fire broke out in William Dunbar's stable and was soon beyond control An appeal for help was sent by telegraph to the Lindsay fire brigade but though the men were rushed out in fifty minutes by the Grand Trunk Railway they were too late to save the village. Among the buildings lost by this conflagration were the following.—The Victoria Hotel, Wm Dunbar, proprietor, James Watson and Son's general store, Swanton, Brandon, and Company's general store, A. Hopkins general store, Mrs. Jewett's dry goods store, Charles Wellstood's shoe store, Alex Moore's jewelery store, Richard Brown's confectionery shop, Curry and Johnson's drug store, M. May's smithy, S. Henry's smithy and home, and the Orange Hall The chief survivals from the fire were Bowie's brick hotel, Getchell's livery, Dundas, Sadler and Company's flour and feed depot, and Robert Bryan's sawmill

At the present day, Kinmount has a population of about three hundred It has two sawmills, ten stores, two churches, two hotels, and two smithies

Burnt River is a village of fifty people on the railway about ten miles south of Kinmount It has a stone quarry, two stores, and a smithy

Rosedale is a summer resort on the Balsam River at its outlet from Balsam Lake. Its winter population is negligible but in summer an increasing number of cottagers rusticate here

Fell's Station and Bury Green are parts of the old "Fell Settlement" established near the Fenelon boundary by John Fell and other Irish Protestants from Cavan township ,Durham county Drilling for petroleum is being carried on in this vicinity at the present time but the promoters apparently do not realize that most of the geological prerequisites for successful oil production are lacking. Baddow, or "Ead's Settlement," which lies a few miles to the west across the Burnt River Valley, was first colonized by Joseph Ead of Scarborough, William Cookman of Cavan, William Mason of Otonabee, and Isaac Watson of Whitby. A Baptist church was established here in 1865. Baddow has neither stores nor industries. Dongola is a former rural post office on the Monck Road northeast of Big Mud Turtle Lake.

Most of Somerville township is utterly unsuited for farming and areas eminently suitable for forest culture have been recklessly slashed and wastefully burnt over. A survey of the township in 1911 showed that 61.7 per cent of its area was covered by old burn, and that there was practically no forest anywhere containing sawlogs. Much of the waste land and slash land is fenced in as pasture, but reforestration would probably bring far greater remuneration in the end. A movement is on foot around Kinmount at the present time to arrange for a migration to the Great Clay Belt of New Ontario.

Even yet Somerville is the most populous of the northern townships. The census of 1911 accorded it a total of 1870, made up as follows:—English, 844, Irish, 659, Scotch, 187, French, 90, German and Dutch, 80, all others, 7. The strengths of the various churches were as follows:—Methodist, 735, Anglican, 535, Presbyterian, 279, Roman Catholic, 147, Baptist, 142, all others, 32.

(C.) Outline of Laxton Township.

Laxton township is the namesake of a village in Northampton, England.

It is a small municipality, only five miles from north to south and about nine from east to west. It is bounded by Bexley on the south, Carden on the west, Digby on the north and the Gull River and Big Mud Turtle Lake on the east. Most of its area lies within the battered outposts of the limestone country but there is a broad invasion of granite towards the northeast. Its chief waters are Deer Lake in the south, Duck Lake in the southwest, and Head Lake on the Digby boundary.

The earliest settler in Laxton was a Frenchman, Augustine Anglere, who located on the west shore of Big Mud Turtle Lake in the early sixties. Other pioneer families were the Courtemanches, Corbetts, Foleys, Potters, Russels, Ryans, and Staples.

Norland is Laxton's only village. It is situated at a fall in the Gull River about a mile above Big Mud Turtle Lake. The population does not exceed one hundred. The business roster includes a sawmill, owned by S. Bryant, three general stores, and a smithy. At Elliott's Falls, a mile and a half farther up the river, electricity is generated by the Hydro-Electric Power Commission.

Head Lake and Oak Hill are rural post offices. The former is on the south shore of Head Lake and the latter is three miles directly to

the south.

Laxton, Digby and Longford are united for municipal and census purposes. The census of 1911 gave the following returns for the combined townships:—(1) According to race: English, 300; Irish, 271; Scotch, 79; all others, 10. (2) According to church: Methodists, 253; Presbyterians, 126; Anglicans, 114; Roman Catholics, 95; Salvation Army, 19; Baptists, 13. The majority of these people are in Laxton, for Digby's population is less than one hundred and Longford is uninhabited.

Official statistics show that 54,154 acres of non-agricultural land are available for reforestration in these three townships.

(D.) The Tamarack Plains of Carden.

Carden and Digby townships are named after two English captains whose heroic exertions were largely responsible for the successful embarkation of Sir John Moore's army at Corunna in the Peninsular War. Sir John Colborne, Lieutenant-Governor of Upper Canada from 1830 to 1836, had been one of the other officers there and it is supposed that the two townships were named at his suggestion.

Carden is a rectangular municipality, ten concessions from west to east and twenty-five lots from north to south. It touches Eldon on the south, Bexley and Laxton on the east, Dalton on the north, and Mara in Ontario County, on the west. It lies near the edge of the granite country and therefore has thin soil and frequent outcroppings of limestone. A large area in the centre of the township consists of tamarack and balsam plains, unbroken by any road or trail. The assessor in 1911 classified 35,258 acres as swamp, marsh, or waste land. Two shallow lakes, Upper Mud Lake and Lower Mud Lake, lie in the northwest corner of Carden.

The chief settlements have been in the northwest and southeast corners of the township. The Connors, Dexters, Gillespies, Murtaghs, Quigleys, and Richmonds were among the earliest pioneers. Irish Roman Catholics are perhaps the dominant element in the population. The 1911 census gives the following racial classifications:—Irish, 378; English, 148; Scotch, 69; German and Dutch, 90; all others, 19. The church adherents were as follows:—Roman Catholic, 282; Methodist, 254; Presbyterian, 121; Anglican, 20; all others, 7.

Rohallion in the south, Horncastle in the east, Carden in the north, and Dalrymple in the west have been rural post offices.

(E.) Lakes in the Digby Granite.

Digby is bounded by Laxton on the south, Lutterworth (in Haliburton County) on the east, Longford on the north, and Dalton on the west. It is almost entirely in the granite region and is very rough and rugged. As is usual in the Laurentian rock country, lakes are very numerous. There are eighteen lakes in Digby alone and forty in Digby and Longford, as compared with nine in all South Victoria. The most important of the Digby lakes are Victoria in the northeast, Smudge in the centre, Fishog in the southeast, and Head, on the Laxton boundary.

The only arable land is in the southeast and southwest corners. The pioneers here were the Foleys, McFadyens, and Powers. The population today totals less than one hundred.

Digby has produced some of the finest pine in the county but was already stripped bare forty years ago.

(F.) The Huckleberry Plains of Dalton.

Dalton township is named after Dr John Dalton, (1766-1844), a famous English scientist, who did much to establish the Atomic theory of the constitution of matter.

Dalton's municipal neighbors are Carden on the south, Digby on the east, Ryde (in Muskoka District) on the north, and Rama (in Ontario County) on the west.

It is almost entirely made up of glaciated granite. Three streams, the Black River in the north, Cranberry River in the centre, and Head River in the south, flow across it from east to west. At least two-thirds of the township consists of huckleberry plains. Its scanty apportionment of arable soil lies chiefly near the Head River and the southern boundary, though small streaks of farming land may be found along the valleys of the other rivers. The Gardiners, Montgomerys, and Thompsons were amongst the earliest settlers.

Scotch and Irish Presbyterians dominate the present day population. The latest census figures are as follows:—Races: Irish, 134; English, 149; Scotch, 114. Denominations: Presbyterian, 225; Methodist, 153; Anglican, 22; Roman Catholic, 12.

Uphill is a village of half a hundred people near the south end of the Digby boundary. It was long made famous by its tavern-keeper, John Calhoun of the North Star Hotel. Dartmoor in the south, Sadowa in the west, and Ragged Rapids in the northeast have been rural post offices. Sebright is a village of about fourscore inhabitants scattered on both sides of the Rama-Dalton boundary where the Monck Road crosses it between the first and second concessions of Dalton.

It has been estimated that Dalton has 25,000 acres of non-agricultural lands which are well adapted for reforestration.

One of the most picturesque figures in the municipal history of the township is Joseph Thompson, who was reeve for a quarter of a century. Thompson was a great hunter and many legends have been handed down concerning his prowess in the wilderness.

(G.) The Wilderness of Longford.

Longford township derives its name from a county in Leinster, Ireland.

It is the most northerly of all the townships in Victoria, being

adjacent to Oakley (in Muskoka) on the north, to Anson (in Haliburton) on the east, to Digby on the south, and to Ryde (in Muskoka) on the west

The municipality is wholly within the granite area and is dotted with more than a score of small, nameless lakes ,which are all drained to the southwest by the Black River system

Longford has no inhabitants. It was first bought in 1865 by the Canada Land and Emigration Company and later sold by that corporation to John Thompson, of Longford Mills, north of Orillia. Thompson stripped the township of all timber, driving the logs down the Black River to his mills. At the present day most of Longford belongs to William Thompson, of the Longford Lumber Company, Orillia

Chapter V.

Economics of North Victoria

The block of territory formed by the seven northern townships is thus seen to be a rugged tract of glacial rock. The southern two-fifths is made up of Paleozoic limestones of the Black River series, pitilessly scraped and scoured by the Ice Age and even yet lacking more than a thin mantle of soil, except in stream valleys. The remaining three-fifths of North Victoria lies within that vast granite region, which is known as the "Laurentian peneplain," a low, table-land of primeval rock on which streams have etched countless depressions and left innumerable rounded hills and ridges. On this area Dr. A. P. Coleman, the venerable Professor of Geology in the University of Toronto, has rendered the following verdict:—"The combination of kames (hills of sand, gravel, and boulders) with pure sand deposits, through which rise hills of the harder Archaean rocks, makes a region entirely unsuited for agriculture and useful only for forest growth. The result of glacial action north of the Palaeozoic rocks has been the formation of poor soils deficient in lime and often in clayey constituents."

Not a Mining Country.

The forms of activity in which the people of North Victoria have sought to engage are three: mining, farming and lumbering. It will be instructive to take these industries one at a time and consider their past and their prospective development.

Mining enterprises have always colored the dreams of the settlers, but the dreams have never endured in daylight. Laxton township once had its gold rush and the ruins of an abandoned mine may still be seen on the west shore of Big Mud Turtle Lake, not far from Norland. Mineral rod men and amateur assayers also vouched for gold on Lot 1, Concession XI, Somerville township, adjacent to the Bobcaygeon road and four miles south of Kinmount. Still another gold strike was reported from Lot 25, Concession XII, Dalton township, along the Black River, about six miles below Ragged Rapids. Silver, nickel, iron, and copper were likewise objects of a faith which, among many backwoodsmen, remains unshaken to this day.

For critical outsiders, however, all debate was permanently set at rest by a survey made in 1892 by the Federal Department of Mines. Iron pyrite was found in great abundance but there was not even a trace of gold. Silver and copper were also utterly lacking. Iron ore, occurring in granite veins, was found in hundreds of places, especially in Digby and Dalton townships. The heaviest deposits were near Smudge Lake, in Digby. In no case, however, were the findings sufficient to be of economic value. The presence of nickel in Somerville had already been recognized and the abundance of pyrrhotite, its customary concomitant in the great Sudbury deposits, had led to frequent comparisons of the two areas. A careful examination of Somerville, however, showed that no parallel existed. The ores at Sudbury had occurred in great diorite intrusions near their contact with granite or with the stratified rocks of the district which were of Huronian age, while those in Somerville occurred as impregnations in bands of gneiss belonging to the Grenville series. The two sets of deposits were thus quite different in mode of occurrence and probably in age and what had been proved to be true of the former could not be taken for granted in the latter. Careful assays from every known deposit in the township confirmed this conclusion. Nickel was present but in such minute quantities as to be of no economic value. The most promising discovery of the whole survey was a small vein of pure molybdenite in Digby on Lot 16, Concession VII, four miles north of Head Lake. The somewhat rare mineral allanite was located on Lot 25, Concession XII, Dalton township. In neither case, however, was commercial development warrantable.

The overwhelming conclusion to be drawn from the report of the official survey is that little mineral development may ever be looked for in North Victoria.

Farming a Precarious Calling

The status of farming in the granite area may be inferred from Professor Coleman's report on its soil. In the limestone area conditions are slightly better, for the chemical composition of the soil is more favorable, but there is seldom sufficient depth for crops except in the flood-plains and terraces of the valleys of the Burnt River, Corben Creek, Gull River, Talbot River, and Head River. These more propitious sections are, however, very limited.

Most of those who took up land in North Victoria were attracted by its forest resources more than by its agricultural possibilities, and all depended on the forest for such temporary prosperity as was theirs. Fully seventy-five per cent. of the lots were patented when the patentee had the right to all timber including pine. The potential wealth of this timber was considerable but when this disappeared the settler had to fall back on farming on poor land. Even then, so long as lumbering thrived in nearby areas and provided a home market for farm produce, the backwoods agriculturalist could raise enough potatoes, oats, hay and meat to make a living. The final extinction of local lumbering spelt failure for many farmers. A region of non-agricultural soils was called on to compete, unaided, in more distant markets for farm products, and much of the area could scarcely raise enough to keep its inhabitants alive.

The results have been a slow tragedy. Many of the younger and more enterprising men moved out. Many others would have followed, but could not, because of poverty. Even today the movement goes on and in 1920 a general migration from the Kinmount section to Kapuskasing in New Ontario, was planned. The population statistics for the past thirty-five years are as follows:—

Townships	1888	1898	1901	1920
Somerville	1359	1373	1885	1493
Bexley	785	798	871	837
Laxton, Digby, Longford	769	800	733	493
Carden	848	731	890	488
Dalton	488	495	512	382
Totals	4037	4897	4691	3469

It will be noted that while South Victoria reached its maximum population in the early eighties, North Victoria, being settled much later, did not attain the peak until about fifteen years later. Since then it has declined rapidly. The loss since 1901 has been 1222 or more than one-quarter of its population. Further, while in South Victoria the decrease in population has meant a reduction not in the number of farms but in the number of people occupying them, in North Victoria farms have been completely abandoned, often without finding any purchaser.

The condition, too, of those who have remained is often pitiable. There are, of course, occasional good farms along the valleys in the front ranges, but in some of the remoter sections the pressure of stark want is bringing about much social degeneracy. Physical and mental defectives are becoming commoner and moral disintegration often calls for the intervention of the Children's Aid Society. The fault in these matters does not lie with the people but with the conditions under which they attempt to secure a livelihood. The original settlers were an energetic, hard-working, resourceful people sprung from the finest pioneer stock in the older counties of Ontario. But in many cases they now face an impossible proposition. The amount of energy expended in trying to make a living in this area has been enormous, and if applied under half-tolerable conditions would have shamed by its achievements the self-satisfied prosperity of more favored regions. The modern urban dweller with his shortened hours and extended relaxations cannot imagine the dreary hopelessness of trying to wring agricultural returns from soil that is good only for forest. Even the hard-working farmer of South Victoria would find it hard to realize the extremities endured in the northern townships. As a minor indication of conditions it may be mentioned that in one section of Somerville the school tax alone, irrespective of all other levies, is 52.8 mills on the dollar. When we remember that the school tax in Lindsay is only 13.3 mills, we may realize how these northern farmers are bleeding themselves white in an attempt to provide their children with education. The simple truth is that the land, treated as farming country, will not support them.

At the present time dairying is the chief farm industry. In the granite region the only crops are hay and oats and there is a struggle for each farmer to get enough of these for his own use. As the number of cattle that a man can winter is controlled by his summer crop and as a dry season means poor crops on the shallow, sandy soil, natural meadows and marshes are sought out and all available marsh hay harvested. Rough grazing land is fairly plentiful and is a distinct aid to dairying and ranching. Many farmers in South Victoria now pasture their herds each summer on abandoned farms in North Victoria and bring them home to winter on ensilage, a system which permits more intensive and profitable farming in the south. The dairying industry now supports two creameries, one at Coboconk and one at Kinmount. Improved methods of farming, such as more deliberate manuring of land and rotation of crops, would doubtless better many parts of North Victoria, but by far the greater portion of the region is utterly unsuited for agriculture.

An Era of Lumbering Now Past.

Lumbering was the supreme industry of earlier times but is now moribund through the sheer blind improvidence of those who took part in it. The record of carelessness and wanton destructiveness left by many who made their fortunes in North Victoria sixty years ago is a reproach to our race that will be hard to remove. It can, however, be palliated by an intelligent administration of the ravaged wilderness which has been left to our generation.

In 1850 all of North Victoria was covered with primeval forest. Of this original sylva, fully two-thirds was magnificent white pine and the other one-third pure hardwood, chiefly maple and beech. From 1850 to 1880 the forest was slashed away in reckless fashion. The coniferous areas especially were cut practically clean in the process of lumbering, although only the largest and choicest trees were utilized. The commercial output, even down through the seventies, ran into tens of millions of feet in sawlogs and unrecorded harvests of square timber, yet the potential value destroyed in the younger trees was probably far greater. On the most glaringly non-agricultural soils no thought was ever given to a future forest crop, no saplings were left to replenish the region, and fires, kindled by carelessness or ignorance, swept away even the seedlings that might have redeemed the slaughter.

The results are very evident today. Illuminating figures for Somerville township, are on record in a survey report made by the Commission of Conservation. Only 27.3% of the township consists of cleared farm land, 61.9% is burnt-over land, and a scant 10.8% is forested. Of this latter fraction, about one-ninth, or 1.3% of the whole area, is coniferous forest, (cedar, balsam, swamp, spruce, and tamarack), and the other 9.5% is hardwood and mixed forest. All of this wooded remnant has been pitilessly culled over and little of real value left. No forest containing sawlogs remained.

For this northern region as a whole the Commission reported that the white pine had been all but annihilated and the other trees of the area more or less severely culled, and that the pineries had

been burnt over at least once and in most places several times. Nearly two-thirds of the pine grounds had been burnt over two or three times and were beyond natural recuperation. The fire not only consumed what scanty young growth had been left after lumbering. Where the soil was thin, especially along the rock ridges, it destroyed the humus entirely. It also burnt up all seeds of the white pine, and, as fortuitous reseeding from adjacent pineries was limited to the distance that cones could fall and roll, almost all natural reforestration had been established by the wind-blown seed-catkins of poplars and birches. As a result 57.3% of the present forested area was now poplar and another 33% hardwoods.

Reforestration Needed.

A definite policy of reforestration would seem the part of wisdom. We have already seen that mining has no future and agriculture a precarious outlook in North Victoria. In seven townships there are tracts comprising more than two hundred square miles which have been classed as waste land, available for reforestration. Much of this land will be replanted by natural means, but with trees of inferior value. All areas, however, stand in constant danger of fire, and unless the administration of such tracts is taken over on a large scale, preferably under municipal management, no adequate fire protection can be hoped for.

A more detailed discussion of this problem will be undertaken in a later chapter. It will suffice here to suggest the value of profiting by past mistakes and of seeking by prudent stewardship to re-establish the ruined prosperity of half a county. There is no reason why the bulk of these northern townships should not constitute forest reserves that might be drawn on in perpetuity and add greatly to the permanent wealth of the county.

A Resort for Recreation.

Nor is material gain the only argument in favor of a rehabilitation of North Victoria. Because of the pace of modern urban civilization the forests have become increasingly important as recreation grounds and as sanitary and health resorts. Even now our county affords a magnificent field for the sportsman and camper to range over. There are some sixty lakes in the Northern townships, varying in size from tarns of a few acres in the Longford granite to the blue expanse of Balsam Lake, nine miles in length and five in breadth. The altitude, in no case less than 840 feet above sea-level, ensures cool summer nights even when Toronto swelters most desperately. But under a system of forestration and forest protection, every year would add to the beauty and healthfulness of these northern resorts, until we could point with pride to what would be not only perennial sources of revenue but regions of natural paradise where the ailing and the over-wrought might find rest and healing.

Recapitulation.

Such then is North Victoria—a territory where the spoliation of a glorious forest has left a waste devoid of minerals and barren under the farmer's toil, yet where the future holds the hope of valleys roamed by hundreds of grazing herds, of forests tended and profitable, and of a refuge sought continually by the weary and heavy-laden

Chapter VI.

The Town of Lindsay

The present town of Lindsay is built on both sides of the Scugog River about half way between its source in Scugog Lake and its debouchure into Sturgeon Lake. Beneath the townsite lies an ancient preglacial rock valley carved out of the limestones of the Trenton era. The mantle of sand and clay which the glacial epoch cast across the valley is thickest just at Lindsay, and the river has therefore, in this vicinity, steep banks, where the channel has been cut down through these morainic deposits. In conjunction with these steep banks, there was originally a series of gentle rapids extending down most of the westward bend of the Scugog which lies in the heart of the town. The total fall was about three feet. A Mississaga camp site was located near by, known as "Onigahning," (i.e., "The Portage.")

In 1821, a paper township of Ops was attached to the Newcastle District by the Assembly of Upper Canada. In 1824-25, Colonel Duncan McDonnell, of Greenfield, Glengarry county, assisted by Patrick Lee and Daniel Shanahan, surveyed the township. Lots 20 and 21, Concession V, were reserved as a townsite.

In 1825, the first settler, Patrick Connell, settled on Lot 7, Concession IV. Others, the Bradys, Pynes, Hydes, Twoheys, Murphys, and Hoeys, joined him along the valley of the Scugog. Lot 16 in Concession V, just south of the present Riverside Cemetery, was granted by the government to the Rev. Father Crowley, the sole Roman Catholic priest of Central Ontario, in order that he might assist in the settlement of this township. The lot passed in 1846 to Father Crowley's nephew, John Ambrose, and now belongs to P. J. Murphy. In the late twenties, however, the priest had a house built on it at the water's edge. This was not for his own residence (since he had his headquarters in Peterborough and practically lived on horseback) but for the storage of settlers' effects. The spot was known as "The Priest's Landing." A trail called "the middle line," which ran from Cobourg through Peterborough and Omemee, ended at the "Landing," and from here on the settlers who had entered by this route proceeded by canoe. An early pioneer has declared that the scenery along the Scugog was exceedingly beautiful. The bright ribbon of water wound to and fro through a majestic forest that towered high above it. No human devastation had disfigured that quiet avenue among the primeval pines. The ugliness of waste and destruction and decay had not yet blighted it. Even the lowest banks were soft with beaver meadows, and wild rose blossoms rioted at the water's edge.

The Millers of the Scugog.

The virtual founders of Lindsay were three Americans, William Purdy and his two sons, Jesse and Hazard. About 1827, the government entered into a contract with the Purdys. They were to put up a ten-foot dam on the Scugog River at Lindsay and build a sawmill in 1828 and a grist mill in 1829. If the work were accomplished within the time-limit, the government was to deed them 400 acres, comprising Lots 20 and 21, Concession VI, or that part of modern Lindsay which lies between Colborne Street, Lindsay Street, Durham Street, and the eastern boundary, and to pay them a bonus of six hundred dollars.

They began work in the winter of 1827-8, bringing all supplies from the head of Scugog Lake on the ice in the winter time and by log canoes in spring and summer. The dam was located at the foot of what is now Georgian Street, about the present site of Perrin's Boat Works, for here the banks were highest and a wing dam through the woods therefore unnecessary. The river at this point was about thirty feet wide and eighteen inches deep. By September 1828 the dam was finished, and a sawmill 20 feet by 45 feet ready for operation. Many guesses were made as to how long it would take for the millpond to fill up. The most ambitious conjecture was twenty-four hours. It was not, however, until the following April, seven months later, that the water finally reached the top of the dam. No one seems to have realized that a ten-foot dam built at the head of the rapids at Lindsay would actually raise the level of Scugog Lake by several feet.

The pressure during the spring freshet of 1829 was too much for the dam. The centre timbers shifted on the rock bottom of the river, the dam broke, and everything was swept away. The Purdys then wrote to the government at York and secured a time extension of one year. By April 1830, the dam was repaired and the sawmill running at last.

Then a grist mill, thirty feet by forty, and three and a half storeys high was built. As the time allowance was now running out rapidly, a single run of stones was put in and the mill started. The first flour ground was for Mrs. Dennis Twohey's wake. There was no bolt for some time, so the early flour was dark, though wholesome. The miller's toll was set at one-twelfth of the grist. Patronage was brisk and it is recorded that women brought grain on their backs from their homes in Eldon, fifteen miles away. One girl of sixteen carried a bushel that distance. Customers had to wait their turn and it sometimes took two or three days for a man to get his grist. In the meantime he camped on the river bank or slept at night before a great fireplace in the mill. If food ran short, flap-jacks were made from new grist.

The Survey of the Townsite.

In the original survey of Ops by Colonel McDonell in 1825, Lots

20 and 21 in the 5th concession had been reserved as a townsite. In 1834 John Huston of Cavan came in with a small party to plot out this site into streets and lots.

One of Huston's assistants, a man named Lindsay, was accidentally wounded in the leg by a gun-shot, infection set in, and he died. Lindsay was buried on the river-bank on or about the site of the present G.W.V.A. club-house. The circumstance of his death led to the townsite being called "Lindsay" on the surveyor's plans submitted to and approved by the government.

The original area surveyed at this time consisted of that portion of modern Lindsay bounded by Lindsay, Colborne, Angeline, and Durham streets, a parcel of 400 acres or one-quarter of the present town. The east half of the site was surveyed into 345 half-acre building lots and the west half into 30 park lots of about five acres each. Two main streets, the modern Kent Street and Victoria Avenue, each 100 feet in width, bisected the town from east to west and from north to south respectively. On the four corners of the intersection of these two streets a market square of six acres, known as "Queen's Square" and extending half a block in depth to north and south of Kent Street between Cambridge and Sussex Streets, was reserved. Victoria Avenue was, of course, named after the heiress-apparent to the throne and Kent Street after her father, the Duke of Kent. All the other streets were laid out 66 feet in width. Those running north and south were chiefly named after Victoria's uncles,—the duke of York, King William IV, the duke of Cambridge, the duke of Sussex, and Prince Alfred (a street later renamed Angeline). Albert Street was named after the Prince Consort and Adelaide Street after Victoria's aunt, the wife of William IV. Streets running east and west were named, on the other hand, after English statesmen and governors of Canada: the Earl of Durham, Lord Melbourne (British premier, 1833), Baron Glenelg (Colonial Secretary, 1835-39), Lord John Russell (another colonial secretary, author of the Act of Union), Sir Robert Peel (British premier, 1834), the Duke of Wellington (British premier, 1828-30), Sir Francis Bond Head, and Sir John Colborne. None of these streets except Durham and Colborne ran farther west than Albert Street, though an irregular corduroy road ran southwest towards Port Perry from the corner of Bond and Albert.

Such was the original plan of Lindsay as mapped out by Huston, the surveyor. Several years passed, however, before any attempt was made to chop out even one of the streets surveyed in 1834 through the almost impenetrable forest and swamp that stood on the townsite.

Purdy's Mills in the Thirties.

Meanwhile a small village, known as "Purdy's Mills" or as "Portage Village," was growing up, chiefly on the Purdy estate to the east of Lindsay Street. Jeremiah Britton, together with his sons, Charles and Wellington, came from Port Hope in the winter of 1834-

25 and bought from Purdy for $100 an acre of land at what is now the foot of Kent Street. Here, on the present Academy of Music corner, he built a log shack and opened a tavern. It is said that a notice was posted up over the bar reading "Keep sober or keep away!" Small stores were opened on the mill property by a Thomas Sowden from Cavan and a Major Thomas Murphy. A Mr. Fulford also began a little carding mill on the Purdy tract. Purdy's house was near the modern Flavelle mill, and his barn on the site of the modern convent. Prior to 1834, the only settlers on the surveyed townsite were David Ray, William Colbert (later the postmaster) and the family of Edward Murphy, on Peel Street. In 1837, James Hutton moved in from Ops and opened the first store on Kent Street. Other citizens who came in soon afterwards were James Twohey, Thomas Clarke, Thomas Vane, Nicholas Powell, Dominic McBride, and Wm. Thatcher.

Virgin wilderness still hemmed in the little settlement, however. Deer could be seen drinking from the river in the heart of the present town or being chased by wolves up Kent Street. A woman was supposed to have been eaten by wolves or bears at Sucker Creek, near the Riverside Cemetery. Nothing but her handkerchief was ever found.

For a long time, the only bridge across the river was situated at the foot of Huron Street, or a few yards east of the present Allenbury factory, where the north bank is quite steep. Two abutments of logs were built, one on each side of the river, strong cedar stringers put across, and shorter cedar logs laid side by side on these to form a roadway. The road which led from the north end of this bridge wandered east to what is now O'Neill's Corner, but was then known as "Lang's Corner." Here it parted into two roads, one running east and south to Omemee and Peterborough and the other south (by the modern Logie Street) towards Bowmanville. These roads were, however, in unspeakable condition, and in the thirties those seeking supplies often went by canoe to Bridgenorth on Chemong Lake, and walked six miles from there to Peterborough. In 1841, Purdy's Mills itself became a distributing centre when Thomas Keenan opened a general store just east of Jeremiah Britton on Kent Street East.

A Period of Invasions.

During a period of about ten years, Lindsay was subjected to a series of armed invasions which made life in the village anything but peaceful.

The first invasion came in December 1837. The provincial revolt of that year had been put down and Major Murphy, for reasons of his own, started a rumor in Peterborough to the effect that William Lyon McKenzie was in hiding at Lindsay. As a result, a number of farmers who were with their ox-teams at Purdy's mill one clear, cool evening were startled to hear a volley of muskets and to see a column of about 300 armed men with a large flag descending the steep river-bank to the north. When the advance guard got on the bridge cheers were raised, trumpets sounded, kettle-drums rattled, the flag waved, and another mighty salvo of musket-fire let off into the upper air. The villagers, some thirty men, women and children in all rushed from their cabins to see what was happening, and found that their visitors were a detachment of Peterborough militia under Colonel Alexander McDonnell, searching for McKenzie. As it was too late for the contingent to return home that night, they bivouacked in and around Britton's tavern, it soon did not matter much which.

William Purdy had been speaking rather plainly against the Family Compact, and Major Murphy took this opportunity of laying information against him. The miller was accordingly arrested and taken to Cobourg gaol. Here he lay without trial for some time, but was at last liberated and told to go home and mind his own business. As a result of this unpleasant experience, Purdy decided not to live in Lindsay any longer, and removed to Bath. Of his two sons, Jesse, who had had a severe attack of fever and ague, went with him, while Hazard remained in charge of the mill.

Major Murphy received the postmastership which had been held by William Purdy up to this time. He did not hold this ill-gotten position long however, for he started a distillery, drank too much of his own whiskey, took delirium tremens, and left the country. The postmastership then passed to William Culbert, in whose family it remained for more than twenty years.

The second invasion of Lindsay came in 1838. The Purdy dam had backed the waters of the Scugog over some 50,000 acres of land adjacent to river and lake. The forest was drowned out, all vegetation rotted, and a plague of fever and ague carried off nearly one-third of the population. There were hardly enough well men left to bury the dead. On one Sunday, eleven deaths were announced in Ops, and on another Sunday seven heads of families had been swept away. Hostility towards the dam became more and more definite and bitter, and at last, in the summer of 1838, a great band of farmers gathered from Ops, Manvers, and Cartwright, armed themselves with flint-locks, pitchforks and axes, marched to Lindsay, and hacked away part of the dam. The structure was not completely demolished, however, and Hazard Purdy rebuilt it, though at a lower level. At the same time, he put in a large water wheel, a cog and spur wheel, two run of stones, and bolting apparatus.

The government meantime was planning a lock at Lindsay for navigation purposes and it was arranged that a new dam, situated in the present location, would serve both lock and mill. Dam and lock were begun about 1838, let lapse for a time, and finally completed in 1844. The old Purdy dam had had a head of twelve feet, reckoned from the foot of the rapids. The new dam's fall was only seven feet. As compensation for the loss in water power and the construction of new works, the Purdys were paid $1600 by the government.

In the spring of 1844 Hiram Bigelow came to Lindsay and bought the mill and the 400-acre "Purdy tract" from Hazard Purdy for $10,000. The latter then left Lindsay and ultimately settled in Pembina, North Dakota. In 1844 the old dam was still in use and the original mill still running. As no steamboats were to appear on these waters for eight years more, no urgencies of navigation called for the dam's immediate removal. In the early part of 1845, new mills were built on the present site, a quarter of a mile farther down stream. The old dam was then taken down and the mills worked by water from the new dam.

The third army of invasion appeared before Lindsay on July 12, 1846. "Billy" Parker, a noted Orange fighter from South Emily, had received a beating in Lindsay and the hundreds of celebrants of the Boyne victory marched on the little hamlet to avenge on its population the defeat of their champion. The villagers were warned of the impending attack and prepared to defend themselves. All who had muskets put them in working order. Thomas Keenan prepared rude swords by winding cotton around the hilts of scythe-blades as handles. Pitchforks were served out as bayonets. The old log bridge across the Scugog was chopped down into the river, as in the defense of ancient Rome against the Tuscans. Sharp-shooters lined the river bank. Then a deputation, headed by Alexander Bryson, was sent out to confer with the foe at Lang's Corners. Happily wise counsels prevailed and the history of the town was not marred with such a battle as was then imminent.

The fourth, and last, major invasion came in the summer of 1847. In June of that year Bigelow sought and secured the permission of the government Board of Works to put a line of planks, a foot in height, along the top of the dam in summer so as to maintain the flood-level of spring-time and ensure a uniform flow of water. This was to be done at his own risk and expense. No sooner did the news of this flashboard become generally known throughout the Scugog valley and back into Manvers and Cartwright than the riparian farmers assembled once more with axe and rifle, marched to Lindsay, and removed the planking.

A unique accident happened at this time. There was a single mill-race or sluice, controlled by a gate in the dam, which conveyed the water down into the mills. The current was strong and the one stream worked both the sawmill and the grist mill. The invaders opened the sluice-gate so that most of the water would pass through and render their work on the dam easier. By some mischance a man named Tom Toole slipped into the sluice and went through the gearing of the two mills—the sawmill first and then the grist mill. When he was fished out, fortunately still alive, from the river below the mills, he was asked how he got through. He replied that he had had no time to take notes. Toole beat all records for "going through the mill" by going through two of them.

In the summers which followed, Bigelow renewed the flashboards on the dam and succeeded in persuading the countryside that his action was not a serious menace to health.

From Village to Town.

Meanwhile the village had been growing slowly but steadily. Kent

Street was chopped out in 1840 and other streets soon followed. William McDonell came in from Peterborough and began the first tannery. George Colter started a potashery and William Thornhill an iron-foundry. Bigelow bought out Fulford's carding and fulling business and developed it. Stores were kept by Thomas Keenan, Jeremiah Britton, Wm. McDonell, and G. M. Roche. By 1851, the population had risen to 300.

Navigation now began to develop and to bring prosperity with it. The steam boat "Woodman" was built at Port Perry and the "Ogemah" at Fenelon Falls, and others soon followed. Pilotage was extremely difficult along the meandering Scugog, which was long known as "the River Styx" because of the innumerable stumps that have disfigured its banks for three generations; but the growth of lumbering made river traffic of paramount importance and the Scugog fleet increased rapidly.

Meanwhile a charter had been granted in 1846 and renewed in 1853 to a railway company which purposed building a line from Port Hope to Lindsay (and later to Beaverton). Work was begun in earnest in 1854 and by December 1858 the head of steel had reached Reaboro. With the imminent prospect of being a railway terminus, subject to rapid growth, the citizens of Lindsay now applied to the government for incorporation as a town.

The following year saw the incorporation of the towns of Bowmanville, Milton, Bradford, Oakville, Sandwich, Collingwood, Windsor, and finally, Lindsay. Some of these municipalities of like age have since outstripped Lindsay but most of them have lagged far behind.

An Act passed by the Legislative Assembly on June 10, 1857, contained the following preamble:—"Whereas from the rapidly increasing population of the Village of Lindsay, in the county of Victoria (one of the United Counties of Peterborough and Victoria) and from the peculiar position thereof as the intended County Town and the northern terminus of the Port Hope Railway, it is necessary to confer upon the said village the power of municipal government and incorporate it as a town under the name of the 'Town of Lindsay,' etc., etc.

The chief financial provision of the Act related to a bonus of $80,000 which had been paid by Ops (including Lindsay) to the Port Hope railway. It was arranged that the municipal debenture debt representing this gratuity should be divided between the town and the township according to assessment. Lindsay had at this time an assessment of about $300,000 and a population of about 1100.

The limits of the town were now extended so as to take in not only the original townsite but also three additional tracts, each of 400 acres.

The first of these was the old Purdy estate, Lots 20 and 21 in the 5th Concession, or that part of the present town bounded by Lindsay, Durham, Verulam and Colborne Streets. Hiram Bigelow on his death in 1853, had willed this property to the Bank of Upper

Canada. In 1858, the bank conveyed the property to a real estate corporation known as the Lindsay Land Company and headed by John Knowlson and Robert Lang. This company had the land platted off into streets and building lots. It will be noted that the names chosen for these new streets were quite different from those on the old townsite. East of the river we have, for example, St. Paul Street, St. Patrick Street, St. Peter Street, St. David Street, St. George Street, and St. James Street.

The second new parcel of land included within the limits of 1857 consisted of Lot 22, Concession V, and Lot 22, Concession VI, or all that part of the town which lies to the north of Colborne Street. All this area and another 400 acres adjoining it on the north had belonged to Cheeseman Moe, a retired naval officer, who left Lindsay for California during the gold rush of 1848 and has never been heard of since. Modern occupancy is therefore based on tax-titles.

The third addition of land comprised Lot 18, Concession V, and Lot 19, Concession VI, or all that part of the modern town lying south of Durham Street. This tract had originally been granted by the Crown to Colonel McDonell, of Greenfield, Glengarry County, the surveyor of Ops. McDonell disposed of this piecemeal. Part of it was given by him to Father Chisholm (a fellow Scotch-Canadian from Glengarry) as a refuge for Irish immigrants who came out after the famine of 1847. The little settlement which sprang up here was known as "the Catholic village."

Other picturesque sections of the town are "the French village" and "Pumpkin Hollow." The former lies in the east part of the town and was settled by French-Canadian lumberjacks, whose descendants here numbered 308 at the last census. The latter lies a little to the southwest of the Flavelle mill and was so called because of the great crops of pumpkins grown there in early days.

The Act of Incorporation divided Lindsay into three wards. The East or "Victoria" Ward comprised all that part of the town which lay to the east of Lindsay Street, and the North and South Wards those parts of the remainder lying to north and south respectively of the middle line of Peel Street. On July 18, 1882, the government sanctioned a change whereby the centre line of Kent Street became the dividing line between the North and South wards, as at present.

Municipal Officials.

The first town council met in a frame town hall on the northeast corner of Kent Street and Victoria Avenue on July 20, 1857. The civic officials at this beginning of time were as follows:—Mayor, Robert Lang; Reeve, Foster Cain; Councillors, Wm. Thornhill, David Brown, Jeremiah O'Leary, J. Healey, H. G. Clarke, James Walsh, and J. McCarthy; clerk and treasurer, T. A. Hudspeth; chief of police, John Douglass.

The mayors from that time until the present have been as follows:—1857, 1859-61, Robert Lang; 1858, James McKibben and William Thornhill; 1862-63, 1865, Thomas Keenan; 1864, Wm. Mc-

Donell, 1866-68, A Lacourse, 1869-70, David Brown, 1871-72, George Downer, 1873, John Dobson, 1874-75, L McGuire, 1876-77, Thos W Poole, 1878-80, 1884, Col James Deacon, 1881-82, F C Taylor, 1883-86, J W Wallace, 1887-90, Thomas Walters, 1891, 1896-1900, Robert Smyth, 1892-93, 1909, Duncan Ray, 1894-95, Henry Walters, 1901-02, George Ingle, 1903-04, J H Sootheran, 1906-07, Dr A E Vrooman, 1908-10, James B Begg; 1911, 1913-15, R M Beal, 1912, Dr J W Wood, 1913, D J McLean, 1916-18, Richard Kylie, 1919-20, B L McLean, 1921, John O'Reilly

A Scourge of Fire

A beneficent catastrophe overtook Lindsay on July 5, 1861 An election had just been held and the town was thronged with visitors, waiting to hear and celebrate the official announcement of the returning officer About 11 30 a m, when it had just been announced that James W Dunsford (Liberal) had vanquished John Cameron (Conservative), a fire was noticed in a small frame house on the south side of Ridout Street, about where Dr Blanchard's residence now stands It has always been supposed that the owner of the house who had put up the building but could only rent the land, set the place on fire as the climax to a quarrel with his landlord

A south wind rose with the fire and swept the flames from building to building Both sides of Kent Street west to William were soon in ashes and all buildings between Kent and Peel streets destroyed except one little log cabin owned by a widow named Murphy, on the southeast corner of Peel and William streets Farther east, the flames licked up Fournier's Hotel (on the present Cain site), the grist and saw mills, and all adjacent buildings leaped across the river by way of the bridge and consumed Brown's Alma Hotel and the Port Hope and Lindsay Railway station

By 3 30 in the afternoon the fire had burnt itself out The area destroyed was roughly speaking, bounded by Russell, William, Peel, Queen, Caroline, and St Lawrence streets Four hotels, two mills, the post office and customs office and 83 other buildings lay in charred ruins, and about 400 people were without shelter No lives were lost, but the loss of personal property was in most cases complete for fire insurance was still only in its infancy

Distress was great though much food and clothing was supplied by unharmed citizens and farmers in the country near at hand, and for several days the trains from Port Hope were besieged by refugees seeking bread. The west side of Cambridge Street, between Peel and Wellington, was then a common and many camped here for weeks, at first shelterless and later in tents

Although ruinous to the individual, the fire was a blessing in disguise to the town as a whole Disaster seemed only to stimulate courage, and steps were at once taken to erect fine brick stores in place of the wooden buildings which had been swept away A brickyard had been begun five years before on the farm of Frank Curtin, lot 15, Con V, a mile south of the town, and the proximity of such building material made these ambitious projects possible. Within a year the Britton block, Funk's Hotel (McConnell's), the eastern half of the Keenan block (four stores and an hotel), and the Bigelow (Spratt and Killen's, and McBride's), Wilson (Kennedy), Wright (Armstrong and Forbert), Knowlson (Gregory and adjacent stores), McLennan, and Baker (Adams) blocks were completed. Nearly all were handsome three-storey brick buildings, remarkable in their day and environment, and still a credit to the town. The fire was thus the making of the town.

Further Threats of Fire.

Never again was the town destroyed by fire, but there have been occasions when destruction seemed very close at hand.

In August, 1881, a phenomenal drought scorched and blistered the whole of Ontario, and for days the thermometer ranged from 95 to 105 degrees Fahrenheit in the shade. Fires broke out in Victoria county on August 30th, and swept across the countryside before a west wind. Forests, crops, fences, and farm buildings were consumed. Railroad bridges were burned away and the rails twisted out of shape. The Long Swamp west of Lindsay was ravaged, towering clouds of ashes, smoke, and dust brought darkness and suffocation to the town, and a band of fire-fighters battled all day long on the 31st against a wave of flame that licked hungrily around the western boundary. At 6.00 p.m. on September 1st, a torrential rain brought this fiery chapter to a close. Most of the county had been wiped out, and the following year saw a huge emigration of farmers to Manitoba, Dakota, and other western areas.

A similar season of fire came in September 1887, but as no fuel had been left in South Victoria by the holocaust of 1881, the blaze was confined to the northern townships. An impenetrable pall of smoke lay over the whole countryside, however. Even in Lindsay visibility was limited to a few feet, eyes were tortured, and ashes fell like snow.

Some of the more serious local small fires during the past fifty years have been the following:—The Doheny block, northwest corner of William and Kent, 1875, loss $35,000; Parkin's sawmill, 1882, 1884, 1886, and 1892; the Scugog Paper Company's mill, 1886, loss $75,000; the McDonnell block, southwest corner of William and Kent, 1888, loss $16,500; the Flavelle warehouses, East Ward, 1888, loss $28,000; Peel Street, in rear of the Elsmure block, 1902, loss $25,000; the Kennedy and Davis sawmill, 1907, loss $13,000; the Carew sawmill, 1908, loss $14,000.

Primitive Conditions of Life.

Conditions in the sixties and seventies varied much from those of today. William Street vied with Kent Street in importance as a commercial thoroughfare. Wellington Street was the leading resi-

dential section of the town. There were, however, no sewers, no town water, no lights, and few cellars. The necessities of the modern workingman were then luxuries unattainable to all.

It is interesting to note that on April 17, 1865, the day of Abraham Lincoln's funeral, this little Canadian town closed all its stores and schools, put its flags at half-mast, and with two small cannon, owned by a retired British naval officer named Rodden, fired off a memorial salute to the great American.

The first telegraph system was installed in September 1862 by the Montreal Telegraph Company, who brought in their line along the Port Hope railway. On January 11, 1878, the first local demonstration of the telephone was made by attaching receiving and transmitting apparatus to the telegraph wires in Peterboro and Lindsay and so talking between the two towns. The first local telephone exchange was installed in June, 1881, by George D. Edwards of the Bell Telephone Company. The system began with thirty subscribers. The first demonstration of the phonograph was made in the Opera House in June, 1878.

The police protection of these early days was very inadequate. Drunkenness was fed by dirty taverns on every corner, and immorality was so brazen and shameless that a number of private citizens formed a Vigilance Committee in 1877 and burned down all the more notorious brothels throughout the town. For many weeks the local papers kept recording "another rookery gone." After this purging by fire it transpired that the Chief of Police himself had been a protector and patron of the wanton sisterhood.

Cows, geese and dogs wandered over all the streets unchecked until the eighties. From 1883 to 1888, the feverish question in municipal politics was whether or not to prevent "the poor man's cow" from ranging abroad and devouring every green thing in every private garden. A half-measure was tried, which required every street-grazing cow to be tethered, but the tether-ropes grew to unbelievable lengths and in 1889 the cow was banished entirely from the streets. The first dog by-law was passed on July 25, 1887, and imposed a tax of one dollar per dog.

Growth in Civic Stature

The population of Lindsay has grown slowly but steadily from 1100 at incorporation in 1857 to 1907 in 1861, 4049 in 1871, 5080 in 1881, 6081 in 1891, 7003 in 1901, and 8025 in 1921 (assessment roll figures.)

This gradual development has resulted in an unusually high standard of general comfort in the town. There are few noticeable extremes of wealth or poverty. There are no palaces and likewise no hovels. And when hard times bring the soup kitchen and the bread-line to bloated industrial towns like Peterborough and Oshawa, Lindsay shows little evident distress.

The chief causes of the town's having grown at all are (1) manu-

cipal, (2) transportational, (3) industrial and (4) commercial.

The advantages which it has enjoyed as the county town are self-evident. Judicial, educational, and municipal establishments have all tended to focalize at this centre.

Far more important has been the gathering in of railways. Lindsay has no fewer than eight lines of railway radiating out, spoke-wise, from her boundaries, 27 passenger trains and many more freight trains pass in and out each day, and the G.T.R. divisional locomotive shops, stationed here, have a normal payroll of 120 men. The part played by the railways in building up and maintaining the town cannot be over-estimated.

The industrial and commercial growth of the town call for separate treatment.

Summary of Industrial Development.

As might be expected in a small inland town, the leading industries of the past seventy years have been those, such as lumbering, flouring, tanning, weaving, brewing, and brick-making, which have utilized the natural products of the neighboring countryside. Iron-founding and carriage-making have also had success up to the limit of the needs of the district.

The pioneer mill, both in gristing and in lumbering, was the Purdy plant, with which were later associated the proprietary names of Hiram Bigelow, Walker Needler, William Needler, Thomas Sadler, J. R. Dundas, Wm. Flavelle and J. D. Flavelle. In 1894, these mills had a daily flour output of 600 bags, an annual lumber cut of 1,000,000 feet, a 90,000-bushel grain elevator, a river fleet of six barges and a steamboat, and a staff of over 100 men. The depletion of our forests and the dwindling of the county's cereal output through the rise of mixed farming have resulted in the extinction of all this business. Lumbering was relinquished by 1900 and in 1910 the gristing interests, then controlled by Mr. J. D. Flavelle, were sunk in a big milling merger, known as the Canadian Cereal and Milling Company. Local operations were soon afterwards suspended.

Other local companies which have during the past half-century, engaged in lumbering, planing, and wood-working have been the following: (1) Hollis Bowen, succeeded on the same site by Whitmore ("the Yankee mill"), Dunham and Kellogg, John Rodd, the Rathbun Co., Baker and Bryans, and the Baker Lumber Co.; (2) Thomas Fee; (3) Burke Bros.; (4) George Ingle (Lindsay Planing Mill), (5) John Dovey, (6) Robert Bryans, succeeded by Joseph Maunder, (7) Perkin Lumber Co., later the Digby Lumber Co., (8) Killaby and Kennedy, (9) J. P. Ryley (Victoria Planing Mill), (10) Kennedy, Davis, and Co., (11) Rider and Kitchener, (12) John Carew Lumber Co., (13) Gull River Lumber Co., and (14) Lindsay Woodworkers, Ltd. The last three are still active.

The only surviving flour mill is one founded in 1889 by Isaac Finley and since identified with G. E. Martin, Joseph Maunder, C. C.

Finley and W. H. Woods.

Tanneries have been conducted by P. H. O'Beirne, Alfred Lisle, the Robson Brothers and the R. M. Beal Leather Co.

Woollen mills have been carried on by Wm. Dundas, succeeded by J. W. Wallace and, later, by Alex. and James Horne, and knitting factories by Mallon and Hunlon and E. Hood and Son.

Major Thomas Murphy founded a distillery in 1835 on a stream north of the town, still known as the Old Distillery Creek. The enterprise fell through and he moved into town. A second distillery on William Street only resulted in his developing delirium tremens from drinking his own whiskey. Another distillery, begun by Benjamin Stacey, and breweries set up by Thomas Clark and James Lenihan all ended in bankruptcy. Greater success attended Calcutt's Brewery, founded in 1872 and later run by Lloyd and Goldie, the Haslems (father and son), and Fred Cornell. It, too, is now defunct.

Brick-making was begun about 1856 by Francis Curtin on his farm south of the town. The Foxes (father and son) took over the business in 1877. It is now run by C. Wagstaff.

The leading iron-foundries were long those of Mowry and of John Makins. Makins sold out to John McCrae in 1889. The Sylvester Bros. Mfg. Co., founded in 1882 by Richard and Robert Sylvester, was at one time Lindsay's leading industry. Over 100 men were engaged in manufacturing agricultural implements (binders, drills, presses, etc.) of the proprietors' own invention. Ruined by speculation, the business is today being revived by Sylvesters of the second generation who are manufacturing gasoline engines. Other metal-working firms have been the Madison Williams Co., the Canadian Swensons, Ltd., the Boving Hydraulic and Engineering Co., and the Cole Mfg. Co., Ltd.

Carriage-manufacture has been chiefly in the hands of James Hamilton, T. E. Cunningham (succeeded by Cain, Carley, and Curtin), Richard Kylie, D. Sinclair, and D. J. McLean. Fitzsimmons, Ltd., which deals in automobile bodies, is a modern variant of the same trade.

Among miscellaneous industries we may class (1) the Lindsay Creamery Co., of M. J. Lewis, and the cold storage business of Dundas and Flavelle Bros., now under one management as "Flavelles Ltd."; (2) the Lindsay Marble Works (Robert Chambers) and the Victoria Marble Works (W. H. Cresswell), (3) the pork-packing businesses of C. L. Baker and George Matthews, no longer in local operation, (4) J. M. Squiers fancy seed business, (5) Hodgson Bros. Chemical Works, (6) the Dominion Arsenal shell works, (7) Allen and Hanbury's Ltd., baby food factory.

The imagination is appealed to somewhat by the evil fate which pursued certain firms that once operated in the East Ward on the present Beal tannery site. Here James Lenihan's brewery first went bankrupt and then burned down. Then a Tanbark Extract Company, of Montreal, managed locally by James Foley, erected an enormous plant on the same spot. Mismanagement and a lack of hemlock bark brought about collapse and a loss of $200,000. A Montreal wrapping paper firm then took over and proposed to manufacture paper from wild rice and from wheat straw. Bankruptcy intervened. Still another enterprise, the Scugog Paper Mill Company, managed by J C Patterson, made expensive preparations for making felt paper from pea straw, cedar bark, and similar materials. The carelessness of a French night-watchman set the plant on fire. Destruction was complete and the proprietors lost $75,000. The R M Beal tannery, which followed next, has apparently been immune from the evil spell of the place.

The prosperity of the town has been helped from time to time by the civic enthusiasm of the local Board of Trade. The Board was first organized on February 12, 1887, and fervent revival meetings have been held in 1889, 1905, and 1921.

Commercial Lindsay.

The number and character of the stores of Lindsay have changed little during the past forty or fifty years. Their trade is largely limited to the extent of the population of the surrounding country, and while the advent of the automobile has tended to widen the area directly served, a decrease of several thousands in the population of the county and the wholesale piracy of urban mail-order houses have both done much to neutralize this expansion.

The actual proprietors of the local stores, however, have changed incessantly and it would be no small task to list all the generations of merchants who have taken part in local trade since incorporation. I shall content myself with the following schedule of older businesses which, after many years, remain with the families which founded them:—1837, Jeremiah Britton (now S. Britton, jewelry), 1857, E Gregory, drugs, 1858, John Anderson, furniture, 1860, W A Goodwin, wall paper, etc., 1861, R. S Porter, books and stationery, 1861, Dundas & Flavelles, dry goods, 1862, M O'Halloran, meats, 1862, McLennan & Co hardware, 1863, Thomas Beall, jewelry, 1867, J M Neelands, dentistry, 1868, S Cornell, insurance, 1874, R P Spratt and J Killen, groceries, 1878, A Higinbotham, drugs, 1878, J A. Williamson harness, 1881, J G Edwards, hardware, 1884 G A Milne, tailoring, 1887, Alex Fisher, groceries, 1888, M J Carter, clothing, 1890, M E Tangney, furniture, 1890, Wm McWatters, confectionery, 1890, Phillip Morgan, drugs, 1892, R. Johnston and M H Sisson, boots, 1893, G A Little, books and stationery, 1897, F W Sutcliffe, dry goods.

At the present time, Lindsay has 27 grocers, 8 clothiers and drapers, 6 druggists, 8 butchers, 8 hardware merchants, 5 confectioners, 4 shoe dealers, 4 coal dealers, 3 jewelers, 3 furniture dealers, 2 stationers, 2 fruiterers, 2 opticians, 2 tailors, 2 music stores and 1 harness dealer.

The Banks of Lindsay.

The Bank of Upper Canada opened a branch in Lindsay in 1853 and conducted business until the failure of 1883. The Bank of Montreal had a local agency in 1858, but for nearly twenty years it did nothing beyond accepting deposits for the government. The Ontario Bank came in in 1864 and the Merchants' Bank in 1870. The Bank of Montreal absorbed the latter in 1877 and the former in 1908. The Dominion Bank began business in Lindsay in 1881, the Standard Bank and the Bank of Commerce in 1906, and the Home Bank in 1910. The Victoria Loan and Savings Co. was founded in Lindsay in 1895, under local management and largely financed by local capital.

Delayed Civic Improvements.

The last four decades have seen remarkable developments in the conveniences and amenities of town life. Electric light, waterworks, sewerage, paved streets, municipal charities, and a hospital have all reached mature growth.

The tardiness with which these developments came was due in large measure to bad municipal financing during the period 1857-1891. For many years, municipal politicians deliberately disregarded written and unwritten laws. Debentures were issued for various purposes, but the councillors, in their desire to curry popular favor by a low tax rate, kept taking the money raised to pay off the principal and diverting it to current expenses. Finally, in 1891, a provincial Act forced the consolidation of the arrears of debt and payment in full within thirty-five years. The consolidated debt amounted to $152,000, of which sum $123,000 had been voted in railway bonuses.

Once civic government had been placed on a sound basis in this fashion, the provision of modern public utilities was much accelerated.

Lindsay's Lighting System.

Prior to 1880, the streets of Lindsay were without illumination and citizens who walked abroad at night did so in imminent peril from mud, thugs, and drunken drivers. The town council at last decided in November 1880, to purchase six coal-oil lamps. One of these lamps was placed at the Wellington Street bridge, one opposite the Midland station, and the other four on Kent Street.

In September 1881, a "Consumers' Gas Company of Lindsay" was formed with an authorized capital of $50,000. J. R. Dundas was president and F. C. Taylor managing director. This new company contracted with the town to instal 23 gas-lamps for street-lighting.

Gas, however, was soon to abdicate to electricity. In 1890, B. F. Reesor of Newmarket established a "Lindsay Electric Light Company," which generated power on a fuel system and was given the street-lighting contract. A rival enterprise, the "Victoria Electric Light Co., Ltd.," was at once founded by Samuel and Alfred Parkin. The Parkins were burned out in September 1891, and thereupon bought up the plant of the Consumers' Gas Company, on the southeast corner of William and Wellington streets, demolished the works, and set up an electric power station. Competition between the two electric light companies was keen and both gave service at a loss—to the great benefit of the public but to their own embarrassment. At last, Thomas Sadler and William Needler came to the financial assistance of Reesor. They then bought out their rivals and incorporated the "Light, Heat, and Power Co., of Lindsay, Ltd."

The advantages of hydro-electric power development at Fenelon Falls were now considered. J. A. Culverwell, of Port Hope, had seen the prize first and had secured an option on the Smith Estate at Fenelon Falls, but was checkmated by the adverse report of a supposed expert. The Lindsay company then stepped in and snatched up the power rights.

Work was begun in July 1899 on a $75,000 generation and transmission system. The chief items in the generating system were an 11-foot steel flume, two Sampson turbines, and a 400-kilowatt generator. A three-phase current at 550 volts was stepped up to 11,000 volts for transmission and distributed in Lindsay at 1100 volts. The contractors were the Wm. Hamilton Mfg. Co., of Peterborough. The system was formally opened on May 31, 1900.

The municipal fathers now decided that the rates charged for street lights were exorbitant and encouraged the formation of a Lindsay Gas Company, capitalized at $40,000, in July, 1901. The manager, John A. Burgess, of Toronto, put up a plant on the southwest corner of Kent and Sussex streets. His gas-lights were tested in May 1903 by Professor Ellis and W. H. Stevens, and condemned as hopelessly under strength.

In 1906, another gas venture, the "Gas Power Company," headed by a Mr. Dancy, of Toronto, was given the lighting franchise and much municipal encouragement. With this firm's collapse, all struggles against the electric power company came to an end.

In October, 1911, the question of municipal ownership was brought to a head by local Socialists but was decisively rejected when put to a popular vote.

Since then the Light, Heat, and Power Company has been acquired by the Seymour Power Company, and still later absorbed into the Hydro-Electric Power Commission's 44,000-volt Central Ontario (or more correctly, Trent Valley) circuit.

Search for a Water Supply.

No adequate provision of water for drinking, washing, and fire-fighting was made prior to 1892.

For drinking purposes, private wells had to suffice. It was hoped, at one time, that artesian wells, sufficient for the town, could be located within the civic limits. In 1887, a heavy flow was found by Richard Sylvester while drilling on his property on the northwest corner of Peel Street and Victoria Avenue, and in 1888 the town council paid $500 to have a test well sunk on Edward Murphy's pasture lot, on Adelaide Street just north of the Collegiate Institute, by Abraham Mosley, of Beaverton. Mosley's auger was broken and lost at a depth of 140 feet and, as no water had yet been discovered, the project was abandoned.

Bathing was ill provided for except, perhaps, in a bath-house built by Thomas Sadler, jutting into the river about 200 yards east of the grist mill. Here a bath could be had by paying an admission fee of ten cents to Peter Forbert, the attendant. Part of the bath was fitted up to accommodate children, the bottom being covered with a lattice-work of leather straps, thus allowing the water free circulation and preventing even the smallest child from filtering through.

The only fire protection was that furnished to the business section alone by a limited line of pipe and a water wheel at the grist mill, which was set going whenever an alarm was given.

A change from all this came in 1892 when the town entered into an agreement with a 'Lindsay Waterworks Company' backed by Messrs. Moffett, Hodgkins, and Clarke, of Watertown, N.Y., whereby the company was to instal a modern waterworks system in return for a guaranteed franchise for a period of years at $3200 per annum.

Construction began in June 1892 under the superintendence of E. B. Calkins. An intake filter and a pump-house were built on the west bank of the Scugog at the foot of Mary Street. Two large Deane pumps, with a daily pumping capacity of 1,000,000 gallons were installed, and 7 miles of pipe laid down. For storage and pressure purposes, a standpipe, 110 feet high and 16 feet in diameter, was put up at the corner of Jane and Henry streets, on the height of land near the fair grounds. The system was tested and accepted by the town on October 17, 1892.

It soon transpired that the company had gotten itself into financial embarrassment and the town authorities at last decided to buy up the waterworks for $60,000 and to place the system under a Board of four Waterworks Commissioners, consisting of the mayor, ex officio, and three members elected, one each year, by the ratepayers. Since that time the water service has been extended steadily.

In 1908, experiments were made in water purification by ozone, but the results were not uniformly satisfactory. The water is now run through a sand and alum filter and sterilized with chlorine gas.

Sewage System Long Delayed.

Proper sewage arrangements for the town were slow in establishment.

In 1873, a stone drain, costing $5600, was built from the river south up Lindsay Street to Kent Street and thence west along Kent to about the present Post Office. This provided drainage for the swampy cellars of part of the business section. No further sewerage was attempted for another quarter of a century

Shortly after the instalment of the waterworks in 1892, the popular demand for sewage accommodation became vocal, and Willis Chipman, C.E., of Toronto was engaged by the town to make a sewage survey His report rendered in September 1893, divided the town into six drainage areas:—(1) a small northwest area, (2) a 1200-acre Brewery Creek area, separated from (1) by a line from the highest point of land on the western boundary to the point where the Scugog crosses the northern boundary and from (3) by a line from the corner of Kent and William streets to the corner of Durham and Cambridge streets, and thence south to the southern boundary, (3) a 200 acre Lindsay Street Creek area, (4) a strip, varying in width from 700 feet to 1500 feet along the west bank of the river from Huron Street to the southern boundary, (5) that part of the East Ward west of a line drawn north-northeast from the south end of St Patrick Street, (6) that part of the East Ward to the east of the same line To serve areas (2) and (3), the principal portion of the town, he proposed building two trunk sewers, one from Sussex Street along Kent, Cambridge, Wellington, and William streets, and emptying into the river at the foot of Francis Street, and the other north down Lindsay Street All drains were to empty below the locks, where a minimum current of 10 feet per minute and an average discharge of 22,000 cubic feet per minute were considered sufficient for sewage disposal until the population exceeded 13,000 The sewers, too, were for sewage only Storm water was to be left to the Wellington Street drain and the Kent Street storm sewer

The cost of the Chipman system was estimated at $56 000, and, as the town was suffering from the effects of execrable management in earlier years, the council did not dare to undertake a work of such magnitude Indeed, it was not until 1898 that any sewerage construction was begun at all, and the first vote then was only $1500 Cautious but steady development has been going on ever since

Summary of Public Utilities.

Today, there are some 1713 private dwelling-houses in Lindsay Figures secured from public utility officials show that 1191 (or nearly 70%) have sewerage and waterworks connection, and that 1391 (or over 80%) are lighted by electricity

The Streets of Lindsay.

The streets of the town were long notorious as sloughs of despond The townsite consisted, for the most part, of cedar swamp and the roads seemed mere stretches of bottomless bog The late Charles Britton, who came to Lindsay in 1837, often claimed to have run a pole twenty feet straight down in the centre of Kent Street without striking solid ground, and even the present generation can remember wagons being engulfed axle-deep in the slab mud of the road

From 1890 to 1910, many unsatisfactory experiments were made with macadam, which persisted in sinking quietly to unknown depths. Five blocks of asphalt pavement were laid down on William Street North in 1910 and gave immediate satisfaction. From 1916 to 1918, during the mayoralty of Richard Kylie and chiefly because of his persistent advocacy, all the main arteries of traffic were paved with asphalt or concrete. Thanks largely to Mr. Kylie, Lindsay has now over twelve miles of permanent roadway, and has passed at one stride from the worst to the best. It is probable that no town of its size in Canada has now such superlatively good thoroughfares.

Prior to 1883 the town was bare of shade trees. In April of that year, an Act introduced by the Hon. S. C. Wood, provincial member for South Victoria, authorized a government bonus of twenty five cents for each tree planted. The town council supplemented this with a subsidy of fifty cents for each tree, and tree-planting became the order of the day.

No thought was given to parks until May 1901, when the Board of Trade undertook the development of the south half of the Kent-Sussex-Peel-Victoria block. This "Victoria Park" was now levelled and seeded for the first time. In 1907, Richard Sylvester sold the town, for park purposes only, the major portion of the north half of the same block, asking for it only $300, the price he had paid for it twenty-five years before.

During the mayoralty of Mr. Kylie, a "Memorial Park" was acquired in Ops township on the banks of the Scugog, and time and care will doubtless transform it into a beautiful picnic resort.

A Shelter for the Aged.

The first step towards caring for the aged indigent of the town was made in April 1888, when a frame building on William Street opposite Makins' foundry was rented by the town as a Home for the Aged. A matron, Mrs. G. B. Helps, was placed in charge and supervision handed over to a Central Charity Committee. Mrs. Goodwin, Mrs. Neelands, and other lady directors were very active in this work.

In 1895, the inmates were transferred, much against their will, to the Mansion House building on the southeast corner of Glenelg Street and Victoria Avenue.

Meanwhile, a much larger institution, which would accommodate the indigent of the whole county, had been planned by the county council. In 1880, 1898, and 1900, elaborate investigations were made, and the councillors were unanimously in favor of taking action, but in each case the necessary by-law was defeated when put to the vote of the people. Finally, in June 1903, provincial legislation made it compulsory for all county councils to build Houses of Refuge before 1906, and action was forthcoming at last.

In October 1903, a committee of nine went on a tour of inspection of charitable institutions in other counties and decided to adopt the plans of the Lambton county House of Refuge at Sarnia. As a site, seventy acres on the Curtin farm, lot 18, Con. V. Ops, just southwest of Lindsay, was purchased for $7,425. The building contract was let to W. McLean of Woodville for $29,000. Waterworks and sewage systems were laid down in 1904 and the buildings set up in 1905. The main building was a three-storey structure of red brick, designed to accommodate 75 inmates. It was heated by steam and ventilated by an electric fan system. The cost of land, buildings and equipment totalled $47,250.

The institution was formally opened on October 25, 1905, by the Hon. J. W. Hanna, Provincial Secretary, and Dr. R. W. Bruce Smith, Inspector of Prisons and Charities. The first keeper was Robert G. Robertson, and the first matron Mrs. Robertson, his wife.

The Mansion House building, which was now vacated, was turned over as a Children's Shelter to the Children's Aid Society of Victoria county. This society had been incorporated under the Gibson Act in January 1895, with Duncan Ray as its first president and Dr. W. L. Herriman as its first secretary.

A Munificent Memorial Gift.

Lindsay was virtually without hospital accommodation until 1902, when it suddenly received one of the finest small hospitals in all Canada.

James Ross, a Montreal millionaire, offered in 1900 to build a hospital in memory of his parents, who had lived for many years in Lindsay, provided that town and county would guarantee its maintenance. The offer was accepted and a site purchased on the northeast corner of Kent and Angeline streets. Here, on a high, grassy knoll, 200 feet back from Kent Street, there rose, during 1901 and 1902, an imposing building of red brick based on foundations of white Longford stone. A main two-storey building, 86 feet by 50 feet, was flanked by east and west wings, each 28 feet by 32 feet. Every precaution was taken to make fire impossible. The frame consisted of steel girders, the floors were of English tile laid in cement, the main walls were of brick, the partition-walls of steel lath attached to iron studding, and the ceilings were sheet steel imbedded in cement.

The new building was opened by the donor with a golden key on November 27, 1902. The first Board of Governors comprised the following:—Chairman, J. D. Flavelle; Secretary-Treasurer, J. R. McNeillie; Directors, John Austin, George Ingle, Thomas Stewart, Robert Bryans, and Mrs. J. C. Grace.

The first Lady Superintendent was Miss Scott, who was assisted by a head nurse and four nurses-in-training. Miss Scott was succeeded in October 1905 by the late Miss N. M. Miller of Brockville, and the latter, on her demise in 1921, by Miss Reid, of Lindsay.

Mail and Music.

Two other buildings worthy of mention are the present Post

Office and the Academy of Music

From 1861 to 1888 the post office was a modest frame building which still stands on Lindsay Street South next to the skating rink. A new building of brick was promised by the government in 1887 and the choice of a site wavered between the old English church lot (the present location) and Britton's corner. The former site was criticized as being too far west and out of the centre of the town and a referendum, brought on by frantic disputants, gave a popular majority of 238 in favor of Britton's corner. It seems, however, that the referendum was out of order and that the federal Post Office Department had already purchased the other site. The criticisms of 1887, moreover, are no longer valid for Lindsay, like most towns and cities in the northern hemisphere, has grown steadily towards the west and north, so that the Post Office is now quite central. The advent of street delivery in 1919 has further shelved the question.

Work on the Post Office was begun in July 1888. Limestone for the foundations was towed to Lindsay on scows from the Big Island quarries on Pigeon Lake. The main building, constructed of red brick, was 56 feet long by 51 feet wide by 60 feet in height. The structure was finished off with a tower and a mansard roof. There was also an eastern wing, 57 feet by 22 feet. A recent reconstruction has not altered the main outlines of the building.

The Academy of Music, built in 1893, was more urgent than the Post Office. In the sixties Thomas E. Bradburn had built a two-storey west wing on the town hall, and had leased it to the town council. The upper floor was used as an Opera House. Though painfully inadequate, it was all that the town knew for a quarter of a century.

The Bradburn lease was to expire in 1893, and in 1892 a joint stock company, initiated by R. J. Matchett and F. Knowlson, prepared to put up a modern Opera House on the southeast corner of Lindsay Street and Kent Street East. Work was begun in July 1892 under the contractorship of William White, of Lindsay. The plans of the architect, W. Blackwell, of Peterboro, called for a four-storey building of red brick, 120 feet long by 55 feet wide. The stage was 54 feet in width by 38 feet in depth, and the proscenium arch was 28 feet in height. The auditorium was vaulted over with a magnificent domed ceiling. The seating capacity consisted of 500 in the gallery, 384 in the stalls and parquet, and 16 in the boxes, or a full house of 900 in all.

An opening concert was given on the night of January 5, 1893.

A Few Municipal Statistics.

The present population, according to the civic tax-rolls is 8025, and the assessment of taxable property $4,262,942.00.

The levy for 1921 is 44.3 mills on the dollar and provides for the following expenditures:—(1) $36,887.41, as payment to the county. One-half of this amount was to be applied on the county road system (2) $52,265.77 for Public and Separate Schools (3) $17,-226.43 for the Collegiate Institute (4) $44,490.19 for Debenture Debt and Interest. This includes the missing railway bonuses consolidated in 1891, industrial bonuses, and local improvement financing (5) $2800.00 for the Public Library (6) $47,295.00 for the miscellaneous expenses of municipal government.

The Record of the Press.

The present Lindsay newspapers "The Watchman-Warder" (weekly) and "The Evening Post" (daily), are not only the oldest survivors of a long line of journalistic enterprises in the county, they were actually among the earliest in point of establishment.

In 1858, a joint stock company, consisting of Messrs. Cottingham, Irons, Stephenson, McQuade, and others, set up a weekly "Metcalfe Warder" (Conservative) under the management of Joseph Cooper and Joseph Twell. Cooper had served his apprenticeship on the Dublin Warder, and to that fact the new paper owed its name. It became the Omemee Warder in 1857, when the village changed its title.

The "Canadian Post," a Liberal weekly, was begun in Beaverton in 1857 by C. Blackett Robinson and moved to Lindsay in 1861.

According to a Canada Directory issued in 1857, the field here had already been occupied by the "Lindsay Advocate" (Independent) under Edward D. Hand. The Lindsay "Herald" (Conservative) joined these two in 1862. Then, in 1866, the Omemee Warder, finding its position financially unstable, was spirited away by night and set down in Lindsay as the "Victoria Warder." Finally, Peter Murray and W. M. Hale began the "Lindsay Expositor" in 1869.

Only two of these papers survived. The Herald and the Expositor died in infancy, and the Advocate sold out its equipment to the Post and the Warder in 1870.

In that same year, Robinson moved to Toronto and founded the "Canada Presbyterian." The Post was left in the charge of his brother-in-law, George T. Gurnett, until 1873, when it was taken over by Charles D. Barr, night editor of the Toronto "Globe."

Four years later, Cooper sold the "Warder" to John Dobson for $5000, and Edward Flood was made editor. Samuel Hughes of Toronto became proprietor and editor in 1885. Leading local Conservatives were soon dissatisfied with his management of the paper and backed Joseph Cooper in establishing the "Watchman," another Conservative weekly, in 1888.

For two or three years the local press indulged in orgies of Billingsgate probably unique in the annals of Canadian journalism.

In time, Cooper sold out the Watchman to George Lytle, who in 1889, bought up the Warder as well and amalgamated the two papers as the "Watchman-Warder." Lytle was succeeded as editor by Allan Gillies, who, with the assistance of Ford Moynes of the Stratford Herald, launched a "Daily Warder," commencing May 1, 1903. John W. Dayall, B.A., has since become manager.

Meanwhile, C D Barr was appointed county registrar in 1891, and the Post was taken over by George H Wilson of Port Hope on July 1, 1892 The weekly edition was supplemented by a daily "Evening Post" beginning April 8, 1895

Two new rival papers were founded in 1895 and 1908, but were short-lived Sam Porter, of the Post staff, published a "Lindsay News-Item" for a few weeks in 1895, and a "Free Press" started on May 8, 1908, by J V McNaulty and R J Moore, gave up the ghost on February 20, 1909

During and after the Great War of 1914-18, newspaper costs became so crushing that the proprietors of the Post and the Watchman-Warder entered into an agreement by which, after Sept 30, 1920, the former abolished their weekly edition and the latter their daily edition This arrangement is still in force.

The staffs of the local papers have had several distinguished graduates Samuel Kydd, once with the Warder and the Advocate, became editor of the Montreal Gazette in 1909, while the late W M O'Beirne 30 years editor of the Stratford Beacon, the late S J Fox M P P, the late J T Johnston of the Toronto Type Foundry and F H Dobbin, 27 years Managing Director of the Peterboro Review, all served with the Post

Newspapers have also carried on elsewhere in the county After the departure of the Warder, Omemee had its "Herald" and "Mirror," both now defunct In Bobcaygeon, the "Independent," founded by E D Hand in 1870 and published for many years by the inimitable Charles E Stewart has a current circulation of 750 Fenelon Falls has had the "Gazette" and the "Star" The latter is no more but the former, set up by E D Hand in 1873, and now run by the Robson Bros, survives with 800 subscribers Woodville long had its weekly, the "Advocate," founded in 1877 by Cave and Henderson, but this paper has since been amalgamated with the Beaverton "Express"

Half a Century of Sport.

The past fifty years have seen great local interest in athletic sports of every kind Perhaps no other factor in civic life has done more for the health and the democracy of the town, for participation has been general and the spirit of snobbish exclusiveness conspicuously lacking

Water sports may conveniently be dated from the formation, on May 4, 1874, of the Victoria Boat Club This club sought to encourage canoeing, rowing and yachting, but specialized in the latter Some of the yachts which took part in the enthusiastic contests of the time were the Wide-Awake, the Wave Crest, the Breeze, the Spray, the Ruby, the Mazeppa, the Wave, and the Emma.

The lineal descendant of the Boat Club was the Lindsay Canoe Club, which, in 1884, built a large two-storey club boat-house at the foot of Kent Street East The ground floor was stored with canoes and skiffs and the upper floor fitted up as a gymnasium. The pennant of the club consisted of a white diamond set in a crimson-bordered blue field and inscribed with a figure of a green bull-frog rampant

This totem has been appropriated in recent years by Sturgeon Point but is less appropriate there than in Lindsay,

'Where Scugog rolls its turbid tide,
And bull-frogs bellow on its marshy side.'

In 1889, the Lindsay Canoe Club was the largest in the world, but its decline soon followed with the development of Sturgeon Point and the development of the power launch, which made it possible to travel by water without work.

Among winter sports, curling is preeminent. The Curling Club is a great force working for civic democracy, for here citizens of every creed, race, occupation, and condition of life play together in the utmost goodfellowship.

The club was first organized on December 11, 1876. Its original members were J. Watson (president), G. H. Bertram, D. J. McIntyre, J. M. McLennan, J. Matthie, W. Needler, S. A. McMurty, H. Gladman, Rev. J. Hastie, and J. D. Flavelle.

The first season was spent in a rink on Victoria Avenue rented from Thos. Fee. By the season of 1877-78, the club was housed in a rink of its own on Russell Street. The present Peel Street rink was built in 1898.

In 1909, after 33 years of play, the club had won more prizes and competitions than any other club in existence. A few only of its achievements are—the open event for all Canada and the U.S.A. at Montreal in 1884, the Ontario Tankard 5 times in 13 years, the Governor-General's trophy 4 times in 13 years, the Royal Caledonian Medal 3 times in 6 years, the International Cup 2 times in 16 years, and the Ontario Curling Association Medal 6 times in 13 years. The doyen of the club is of course Mr. J. D. Flavelle.

A Lindsay Snowshoe and Toboggan Club was organized on December 11, 1885, with C. E. L. Porteous as president and W. A. Wilson as secretary. The club built a toboggan-slide on Lyons' hill in the North Ward and was active for several winters.

A Lindsay Skating Club Company, formed in December 1889, built the present Lindsay Street skating rink. The management comprised J. A. Barron (president), J. D. Flavelle (vice-president), and F. C. Taylor (secretary-treasurer.)

Hockey now began slowly to develop. The climax was reached in March 1909, when the Lindsay "Midgets" won the Intermediate Ontario Hockey Association championship by defeating the Stratford "Midgets" 7—2 in Lindsay and 5—3 in Stratford. The successful team consisted of the following:—Basil Newton (goal), Leon Koyl (point), Clifford Sullivan (cover), W. Stoddard (rover), Kenneth Randall (centre), Reg. Blomfield (left), and Fred Taylor (right).

Summer field sports have included cricket, lawn tennis, rugby football, baseball and golf.

The high-water mark in cricket was attained on August 7, 1883, when the Lindsay cricket team defeated Toronto on the local school grounds by eight wickets. The Lindsay eleven were G. F. Hall, M. Boyd, J. C. Grace, G. Hallett, J. A. Barron, W. Grace, W. Jones, J. B.

Smith, C Veitob, R McLennan, and E Mosgrove

The first tennis club was organized on July 21, 1884, with C E L Porteous, F Harman, S A McMurtry, J D Flavelle, and T Dean as an executive The club was revived again in 1893 Grounds were secured on the southeast corner of Russell and Mill streets, an up-to-date club house built, and three courts developed under the picturesque old elms which embellished the grounds Matches were played against teams from Millbrook, Port Perry, Uxbridge, and elsewhere. The three outstanding local players were Peter Kennedy, L V O'Connor and C H Sootheran All three played in the provincial championship matches at Toronto, and Sootheran in 1911 defeated the champion of Idaho in the finals for the singles championship of Spokane Washington

A Rugby football club was organized in Lindsay in 1892 by W H Simpson, but met with no outstanding success until November 27, 1908, when, with a season's record of four wins and no losses, it won the Junior Rugby championship of Ontario by defeating the "Capital" team of Toronto by 5 to 3 The Lindsay fourteen comprised the following —full-back, Sylvester, halves, B Green, Cotton, F Green, quarter, Killen, scrimmage, McQuarrie, Dougan, Newton, wings, McHugh, Koyl, Conway, Murdie, McKenzie McGregor

In baseball, the day of greatest jubilation has probably been October 6, 1904, when Lindsay won the pennant of the Midland League by defeating Bowmanville 10—7 The Lindsay players in 1904 were Cinnamon, Lennon, Little, Marks, Menzies, Miller, McGill, McLaglan, Stalker, and Workman

A golf club has been in existence for a score of years and owns an admirable golf-course and club-house just west of the town The expense attendant on the game involves a danger, happily not yet realized, of its becoming the one undemocratic sporting organization in a splendidly democratic town

Chapter VII.

The Record of the Rocks

The changes wrought in the appearance of Victoria county by a century of Anglo-Celtic civilization are surely startling. Yet the inconceivably great epochs of time which lie in the geological past of the world saw stranger sights yet, and we must know this earlier history of the county if we are to understand some of the commonest features of the landscape of our own day.

Norland on the Pacific Coast of Greenland.

Some fifty millions of years ago in the Ordovician Period of the world, there were only three great continents, none of which corresponded to the great land masses of today. An "Indo-African" continent comprised modern Africa, Asia Minor, Arabia, India, the East Indies, and the whole vast intervening bed of the Indian Ocean. A "Brazilian" continent included the northern half of South America, the West Indies, and the Appalachian system of the United States. And a third or "Greenland" continent stretched from Quebec on the west and Greenland on the north over the whole of the North Atlantic to Scotland, where a lofty range of "Caledonian Mountains" was washed on the east by the Pacific Ocean (for most of modern Europe and Asia was still under water). At the southwestern end of the Greenland continent, an "Algonkian Peninsula" ran across Northern Ontario and up west of Hudson Bay as far as Coronation Gulf. From this peninsula, a projection ran south into the "highlands" of Old Ontario. The central and western parts of North America were not yet in existence and the waves of an even greater Pacific than that of today rolled over South Victoria to break on the stern granite shores of the continent near Uphill, Norland, Dongola and Burnt River. Had modern man lived at that time, he could have sailed straight west from Norland to Edinburgh, Scotland, without changing his course. And had he sailed eastward, he would have witnessed tremendous volcanic eruptions in Nova Scotia and New Brunswick, then at the extreme north of the Brazilian continent. However, man was not yet on the earth. The highest forms of life were still only mollusca, which, in some cases, had shells fifteen feet long.

Practically all land at this time was granite rock, formed by the original cooling of the earth's surface and now emerged from beneath the oceans as three great mountainous continents. The sterile hills of North Victoria and Haliburton are thus part of one of the oldest mountain systems in the world, beside which the Rockies and Alps are only healthy babies of yesterday. Rivers among these hills brought down great quantities of silt and mud which were deposited in the ocean depths in South Victoria. Here pressure and heat transformed this sediment into limestone. Two successive formations are usually noted. The oldest is known commonly as the "Black River," but is now described by scientists as consisting (in this county) of Coboconk, Leray, and Lowville limestones. These strata outcrop chiefly to the north of the Kawartha lakes. The later formation, known as "Trenton" limestone, now overlies the Black River in parts of South Victoria.

By the advent of a somewhat later epoch, the Carboniferous, in which most of the important coal beds of the world were formed, southern Ontario and most of the western provinces had risen above the sea, thus joining themselves to the Greenland continent. Lindsay and the limestones of its district were now inland instead of beneath the ocean, and the waves beat on a new coast somewhere in Ohio and New York State. Never again was Victoria County submerged, and, as a result, we have no coal beds and no fossils except those of the very earliest times. Districts, however, which were submerged in the Carboniferous epoch show wonderful vegetation. There were no flowering plants, but ferns were sixty feet in height, horse-tails were ninety feet, and clubmosses actually grew to be five feet in diameter and one hundred feet high. Some forms of fish and some insects were abundant, but the higher classes were still missing.

Two further epochs ,each a million or so years in length, brought little change, but in the Jurassic Period huge reptiles ruled the world. In the lakes and seas swam the Plesiosaurs, ravenous, long-necked, forty-foot lizards with fins and a fishlike tail. On land waddled the monstrous Dinosaur, one hundred scaly feet in length. And the sky was darkened by hideous flying lizards. It was an age of nightmares, and its chimeerical forms of life would stagger belief were it not for the unanswerable fossil records laid bare in Wyoming and other parts of the Middle West. There is no doubt that these monsters roamed hungrily abroad in the fern forests of Omemee and Lorneville, but there erosion had its own way during the fifteen million years that came after, and swept away all traces of this early life which different conditions have preserved elsewhere.

In the next period, the Cretaceous, real sea-serpents, seventy-five feet long, swam along the ocean shore not far south of Ontario. The Eocene period, following that again, was marked by a complete disappearance of all the great reptiles. At this time, Europe, America and Asia were all joined together.

The Great Limestone Cliff.

Later periods, the Oligocene, Miocene, and Pliocene, saw North America gradually take on its present shape. During all these epochs, commencing in Carboniferous times, the forces of erosion had been busy in Ontario. Between the granite and the hard superimposed Black River limestones, and between the latter and the hard Trenton limestones, soft sandstones and shales had been laid down. As water, frost, and air carried out their slow work of destruction, these soft rocks were eaten away more rapidly than the others and so created two broad plateaus of hard limestone, each faced on the north (eroded) edge by a precipitous cliff, ranging from 15 to 150 feet in height. These cliffs, known technically as 'cuestas,' are still quite distinct today, although obscured in places by later glacial drift.

The Black River cuesta has been noted by many geologists. It lies on the border between the limestone country and the granite country, and can be seen near Head Lake, in the Gull River valley above Coboconk, in the Burnt River valley, and at many other points.

The Trenton cuesta is a contribution of my own to the study of Ontario physiography. (For technical discussion see my article in the Canadian Mining Journal, Vol XLII, No. 11, pp. 213-214.) It lies to the south of the Kawartha lakes, outside of the region of economic minerals, and it is doubtless for that reason that it had hitherto been overlooked.

It can be traced best by starting just at the left of the Grand Trunk Railway at Mackenzie's Crossing, four miles north of Lindsay. Here it appears on the Dark farm, crosses the Fenelon Township boundary and then turns west, paralleling McLaren's Creek as far as the 2nd Concession of Fenelon. The so-called "Fenelon Hill," north of Lindsay, is chiselled down the face of this cliff, which is some millions of years in age. On Concession II, Fenelon, McLaren's Creek passes out through a wide valley in the escarpment. The latter turns north here and is easily traced as far north as Lot 10, Concession III, where it strikes west till due north of Cambray village. Here great glacial deposits of sand and gravel obliterate it, but it is found again just west of Islay. From Lot 15, Concession I, Fenelon, it cuts across to Lot 7, Concession XI, Eldon ,just west of the township boundary, where it shadows the Glenarm road quite prominently. Thence it runs north till a little past Glenarm, then bends around to the west as far as Lot 10, Concession VIII, Eldon, where the C.P.R. passes through it. On Lot 10, Concession VII, a creek, tributary to Balsam Lake, passes out through a swampy valley. The cliff next proceeds up the 7th of Eldon as far as Balsam Lake Station, where it forms a very bold bluff before turning on a southwestern stretch towards Argyle. At Argyle is another stream valley, but on Lot 11, Concession II, Eldon, the cuesta appears again and runs west into Ontario County on the 5th Concession of Thorah.

Every foot of this thirty-five miles of Trenton escarpment, west from the Scugog River to Ontario County, I have explored personally ,on foot or by bicycle. East of the Scugog, I have not yet followed it up so carefully, but I have located it at several points as far east as Pigeon Lake, and have no doubt that it is practically continuous right across the county. The Scugog flows out through a wide valley, but the cliff reappears on the Brien farm, just north of "Tillytown," and runs northeast behind Pleasant Point. It is steep here, but not precipitous. Following Sturgeon Lake for some distance, it turns down steeply west of Emily Lake, reappears to the east of Emily Creek, and, after circling north somewhat, runs down the west shore of Pigeon Lake. Here, on lot 18, Concession X, Emily, is the last outcropping which I have mapped personally

Scugog River Once Flowed South.

In the Pliocene Period, all rivers in this part of the country ran south or southwest, passing through the escarpment, and the plateau which it borders, by wide, steep sided, rocky valleys None of the present local lakes were in existence Two small streams, which rose northeast of Fenelon Falls and near Bobcaygeon respectively, flowed southwards down the centre of the two modern arms of Sturgeon Lake and joined their waters two miles south of Sturgeon Point to form the Scugog River The Scugog then proceeded south, a little to the west of its present course The business section of Lindsay was directly in the river bed The river reentered present water channels about the Scugog Lake shore boundary of Mariposa Township, and then flowed south, to the east of Scugog Island, and out by Myrtle on the C P R The modern Scugog Lake was then not in existence

Another river, the modern Burnt River, had the same upper course as today, with its Gelert and Irondale branches There was no Cameron Lake, and the old river crossed its present bed from the northeast to the southwest corners Fenelon Falls was a low limestone ridge, over which no water passed, for the river flowed southwest through a great gap in the escarpment three miles north of Cambray village and on through Goose Lake on the Mariposa-Eldon-Fenelon boundary About four miles straight north of Oakwood it was joined by another river whose main stream was the Gull River flowing down through Coboconk This latter river was augmented, in what is now the bed of Balsam Lake, by tributary streams from Northwest Bay and Corben Creek. It then flowed south, penetrating the great cliff by a steep gorge a mile and a half straight south of Glenarm The combined waters of the ancient Gull and Burnt Rivers proceeded southwest along the upper valley of Mariposa Brook and left the county near Manilla Junction

Still another river began in twin streams which rose in Head Lake and Deer Lake, Laxton Township, and flowed down the upper water-courses of Perch Creek and Talbot Creek respectively, then formed a junction near Kirkfield, and passed to the southwest near Argyle and Lorneville

All these rivers were of very long duration, and had worn wide, permanent channels through the hard limestone plateau, which sloped gently towards the south At many points the edges of their valleys are still discernible, and the ancient drainage system was mapped out by scientists nearly a score of years ago

Lindsay Under a Mile of Ice.

At the close of the Pliocene Period, about a million years ago, there came a time when the northern half of the continent, as far south as Ohio, was covered by an immense glacier The cause of this glaciation is sometimes ascribed to a diminution of carbon dioxide in the air and sometimes to a great periodic wobble in the earth's axis which, so they say, shifted the earth's zones for a time Whatever may have been to blame, Lindsay was crushed under an almost imperceptibly moving sheet of ice a mile in depth. Several of these Ice Ages followed one another with temperate periods in between.

The chief result of the glaciers was the smothering up of the older drainage systems. Clay, sand, gravel and boulders were scoured from off the land farther north and deposited over the countryside. Almost the whole aspect of this area today, apart from the limestone outcroppings already described, is the result of these glacial deposits. Typical sand and gravel ridges are found on Lot 10, Concession IX, Eldon, whence the Port McNicholl line drew ballast in construction days; on Lot 11, Concession II, Fenelon, two miles north of Cambray; on Lot 23, Concession VII, Fenelon, on the southwest shore of Cameron Lake, and at the Lindsay sandpits. Much more important was the formation of a great range of morainic hills running east and west a few miles from Lake Ontario. This range is nearly twenty miles across, from Mt. Horeb and Omemee to Orono and Rossmount, and extends from Orangeville as far east as Trenton. It blocked the old river systems completely, and today all the drainage waters of Victoria, Haliburton and Peterboro counties must push far to the east until nearly north of Trenton, before they can slip past this great barrier. But some blockage took place farther north even than the Durham hills. The river channels straight south past Glenarm and Cambray were choked up. The Gull River filled the broad shallow basin of Balsam Lake and slopped over at the lowest point, at Rosedale, into the next river basin. As this, too, had been blocked, the water spread out to form Cameron Lake until it spilled for the first time over the limestone ridge at Fenelon Falls into the next valley. Here again, the Scugog channel was so clogged up with glacial rubbish that the water had to form Sturgeon Lake and overflow across a limestone rim at Bobcaygeon. More than this, the valley of the Scugog was so filled in that a shallow puddle at its southern end, the present Scugog Lake, is actually eight feet above Sturgeon Lake, which lies in the higher levels of the old preglacial valley. It is just possible, however, that before the Bobcaygeon channel wore down to its present level the Scugog valley was flooded and the two lakes joined for a time.

Ancient Niagara River at Fenelon.

However, before the drainage system took on permanently its modern form, there intervened a short period when this region assumed considerable importance. It was just at the close of the last glacial epoch. A great barrier of ice, slowly melting northward, lay across the granite highlands from the Adirondacks to North Bay and Lake Superior. Lake Iroquois, larger than the Lake Ontario of today, occupied its present basin and much adjoining territory as well and had its outlet near Rome, New York. Lake Algonquin, a much larger lake still, took in most of the basins of Huron and Michigan and covered considerable more land to boot, for the pressure of the great ice sheet just to the north had pushed the surface of the earth hereabouts much lower than before or after. A broad bay of this lake ran down from the northwest into what is now Lake Simcoe. Another bay ran east from near Rohallion. This bay had a very irregular outline. It formed narrows between Kirkfield and Victoria Road, then expanded into a larger Balsam Lake, and spread out into the Cameron Lake basin as well. Deep embayments ran up all the old preglacial river channels to north and south. Just south of Rosedale was an island two miles long. As the shore of Lake Algonquin lay just east of Bolsover, Horncastle, Carden and Uphill, this Rohallion bay was thus about sixteen miles in length, terminating at Fenelon Falls.

Through it, for a long time, passed all the waters of this upper lake system, which at this period, emptied down through the Kawartha Lakes into Rice Lake, then a bay of Lake Iroquois. The first fall was at Fenelon, where this "Algonquin River," a mile in width, roared down thirty feet (instead of the present twenty-three) into Sturgeon Lake. The bared rock floor and undercut banks of this great river may still be traced in the neighborhood. Sturgeon Lake was a little larger than at present, but very similar in shape. At Pleasant Point the first slight rise on the road to Lindsay, just at the edge of the swamp behind the summer cottages, marks the older shore of the lake. Gravel beaches and bars have been located near all the shores of the present lake, in no case more than a mile from the water. At Bobcaygeon came a second fall, this time of only six feet, instead of the seven of today. The wide, strongly scoured, rock-floored channel, grown up here and there with juniper, is even clearer here than at Fenelon Falls.

Even at this late period, some 30,000 years ago, the mammoth, a huge, woolly elephant with curved tusks ten feet long, trumpeted defiance through the subarctic spruce forests of Woodville and Coboconk, and herds of caribou ranged from Omemee to Kirkfield. Nor were human hunters lacking for such tremendous game, for along with their bones in the deep Iroquois beach deposits north of Toronto have been found the flint weapons of Indians.

But change came, gradually and inevitably. As the great ice barrier to the north melted away and removed its weight, this whole region tilted up towards the north, so that Fenelon Falls, which was formerly lower than Sarnia, is now 260 feet above it. As a result, Lake Algonquin was poured back to the present Georgian Bay shore line and found a new, lower outlet by way of St. Clair, Erie, and the Niagara River.

Strange, True Geological Wonders.

Men in these latter days seem to have lost their capacity for wonder. The unseeing eye was probably never so common as in these times of supposed enlightenment. Yet surely we can force a momentary thrill by remembering that Norland and Burnt River were once on the Pacific coast of a great Greenland continent, that the Scugog River once flowed south, that Lindsay was once buried under a mile of ice, and that the Niagara River of a former age foamed down through Fenelon Falls and Bobcaygeon.

Chapter VIII.

Annals of the Red Man

Scattered broadcast over our countryside lie the evidences of an earlier civilization than our own. The removal of primeval forest by the pioneers of last century laid bare the bones and potsherds of a vanished race, and even yet the plough turns up their tools and weapons and furrows through earth that is blackened by the ashes of their village fires. A few of these traces belong to a people whose diminished descendants still linger on in fenced off corners of our land, but by far the greater number must be ascribed to times much more remote and to tribes of somewhat different culture. For the aboriginal folk now with us did not enter these hunting grounds until the second quarter of the eighteenth century, while most of the village sites in Victoria County are surmounted by huge pine stumps whose age pushes back the antiquity of occupation to the fifteenth and sixteenth centuries.

Who These Ancient Villagers Were.

In identifying these ancient tribes we are not altogether left to guesswork, for the journals of the first white explorers in America, coupled with the diligent researches of modern archaeologists, have rescued their identity and culture from the twilight of speculation.

In 1498, the Cabots explored the Atlantic coast of America from Newfoundland to Cape Hatteras. In 1535, the French navigator Jacques Cartier, first ascended the St. Lawrence basin as far west as Montreal. At this time the northeastern part of North America was peopled by two great races of Indians. The Algonquins were spread throughout Indiana, Illinois, Michigan, Wisconsin, all eastern Canada except Southern Ontario, and all down the Atlantic coast. These included the Blackfoot, Cheyenne, Arapaho, Cree, Shawnee and Ojibway tribes and half a hundred others. It was these Algonquins who made life perilous for the English and Dutch settlers along the eastern seaboard. Lying like an island in the midst of these Algonquin peoples, lay a second great race, inferior to them in numbers but superior in culture and social organization. This was the Iroquoian or Huron-Iroquois race, who occupied modern Ohio, Pennsylvania and New York, and that part of Ontario lying south of the granite highlands. This race included the Cherokees, Susquehannas, Eries, Neutrals, Tobacco Nation, Hurons, and the Iroquois Confederacy of Mohawks, Oneidas, Onondagas, Senecas and Cayugas.

The orthodox theory of modern archaeologists assigns to the whole Iroquoian race an original source in a limited area centred about the

month of the Ohio River. Here they evolved their typical civilization, dwelling in stockaded villages, tilling the soil and developing an advanced societal organization. To the north, in central Ohio, lived the mysterious Mound-builders, whose monumental works still persist to mystify a later generation. Beyond the Mound-builders, lay a host of Algonquin tribes. About the 13th century the Iroquoians entered on one of those wholesale migrations which occur so often in the history of primitive man. The Mound-builders felt the first edge of their aggression and were exterminated, except for a few who were absorbed or driven northward into Ontario. Their presence here is attested by the famous Otonabee serpent mound on the north shore of Rice Lake, and perhaps by two small mound graves on the south shore of Ghost Island, Balsam Lake. The stream of Iroquoian migration now split up into two main currents. The Iroquois pushed eastward into the State of New York and settled there. The Hurons, the Tobacco Nation, and the Neutrals crossed into Ontario and drove out the Mound-builder refugees and their Algonquin patrons. The Hurons, apparently, pressed on down the St. Lawrence valley to Montreal, and here in 1535, Cartier found their villages and conferred with their chiefs.

This was the time at which Victoria County supported its largest Indian population. Between the sterile granite wilderness of Dalton and Longford on the north and the morainic hills of Durham on the south lay country well suited for a Huron civilization. The soil favored their slender crops. Lakes and rivers gave them fish and convenient trade routes. The forests in all directions swarmed with game. Every natural factor invited occupation and today some fifty-five Huron village sites have been located throughout the county.

Doubt is sometimes cast on the identity of these Huron tribes and some recent writers refer to them as Algonquins. Their pottery, it seems, is not of the pure Huron type but is rather a blending of Huron and Algonquin art. The ash-beds, too, seldom indicate the "long houses" popularly associated with Huron settlements. However, Champlain, who passed through the Kawartha Lakes in 1615 and found Victoria County deserted, was told by his Huron allies that they themselves had occupied this territory and had only recently withdrawn to the district west of Lake Simcoe in order to consolidate their position against their Iroquois enemies. This account is corroborated by the reports of the Jesuits who labored among the Hurons from 1633 to 1650. These creditable witnesses assert in their Journal for 1639, that the Rock tribe and Deer tribe of the Hurons had as late as 1590 and 1610 respectively, shifted west from Victoria County and amalgamated with the tribes in Simcoe County. This testimony should certainly be final. The differences in pottery designs probably denote extensive intermarriage with Algonquin tribes to the north. This becomes doubly probable when we remember that the Indian women, and not the men, made all pottery. As for the shape of their buildings, it is a mistake to insist on "long houses" in Huron villages. The long house was the exception, found chiefly in large, compact towns, while the Jesuits testify that the typical Huron home was square, both the length and breadth being about thirty feet.

Camp Sites in Victoria County.

The diligent research work of Colonel George E. Laidlaw of Victoria Road has made it possible to set forth a list of fifty five of these Huron villages. The outstanding difference between these sites and some fifteen others of more recent times lies in the relative scarcity of flints (thus indicating an agricultural life), in the complete absence of iron weapons and other signs of contact with Europeans, and in the great age of the trees which overlay them when first cleared by modern pioneers. Many of these sites are now almost obliterated through long years of cultivation and are only distinguishable by the blackness of the soil in which their ashes are mingled.

The townships of Emily, Ops and Mariposa show no trace of Huron occupation. Whether this absence was actual or whether the present occupants of the soil have failed to report any camp sites to Colonel Laidlaw is uncertain.

For the rest of the county the record stands as follows.

VERULAM TOWNSHIP.—(1) Lot 6, Con. 5, R. Mitchell, owner. This is a large site and overlaps upon adjacent lots.

(2) East one-half Lot 26, con. 5, S. Pogue, owner.

FENELON TOWNSHIP.—(1) Lot 1, Con. 3, on low ground about 150 yards south of McLaren's Creek and half a mile west of the Fenelon Road. Messrs. D. Brown and Waldon owners.

(2) Lot 6, Con. 2, on a level bank on the north side of a spring. This is at Cambray village, about three miles from Site No. 1. Owner, Wm. Sinclair.

(3) North one-half Lot 9, Con. 1. A small village site on a point of land jutting west into Goose Lake. Owner, G. R. B. Coates.

(4) Lot 10, Con. 1, east of Goose Lake. Owner Thos. Douglass.

(5) Lot 12, Con. 1, on the top of a high bank nearly a mile northeast of Goose Lake. This was a large village and has furnished many relics. Owner, Neil Clarke.

(6) East part Lot 21, Con. 1, Alex. McKenzie, owner.

(7) East part southwest one-half Lot 22, Con. 1, D. P. McKenzie, owner.

(8) Lot 23, Con. 1, D. Brown, owner.

(9) West one-half Lot 23, Con. 2, Alex. Jamieson, owner. On this site occurs a strange semicircular embankment, twelve feet wide and two hundred and twenty feet long. The camp lay between this embankment and a small stream about eighty yards to the east. Pioneer legends state this earthwork was thrown up by French traders who came in from Beaverton and were wiped out here by Indian enemies. However, immense pine stumps are found on top of the embankment and definitely put its age back four centuries to a period antedating the discovery of America by Europeans. Its position, dominated by high sandy knolls to the west, even makes defence a dubious explanation for its construction. Another suggestion hints at its use in connection with game-drives, but for this its creation would be unnecessarily laborious. Perhaps it was built as a totem mound by descendants of the fugitive Mound-builders or by an Iroquoian tribe

which had absorbed some of their customs

(10) Birch Point, Balsam Lake, being broken front 26, Con 3, Dugald Sinclair, owner

(11) Perrington's, Long Point, Balsam Lake, on a hill between West Bay and South Bay

(12) West part Lot 26, Con 4, Archibald McArthur, owner

(13) Lots 14 and 16 Con 6

(14) Strowd's, Lot 18, Con 6

(15) Lot 23, Con 6 Small camp on knoll Owner, W F Smitheram

(16) Lot 10, Con 10 Sturgeon Point, on rising ground a few yards west of the township line

ELDON TOWNSHIP —(1) Lot 12, Con 10, W Thorebury, owner Five miles north of Goose Lake

(2) East half Lot 20, Con 6, D McArthur, owner

(3) Lot 22 Con 8 Large site on high north bank of Grass River Owner, Mr Truman

(4) Lot 23, Con 3, W J Stanley, owner A very compact site at the north foot of Logan's Hill and just south of Butternut Creek.

(5) Lot 41, South Portage Road Owner, Mr Brace

(6) Lots 44 and 45, South Portage Road Semicircular site on high ground on the south side of the range of hills that lies to the south and east of Kirkfield Owner, Mr Macdonald

(7) South end Lot 59, South Portage Road A mile south of Grass River, on the north side of a hill Owner, Wm Fry

(8) Lot 64, North Portage Road Moses Mitchell, owner Site on a point on the south shore of Mitchell's Lake

(9) North end Lot 56 North Portage Road Small fishing camp near former exit of Grass River from Mitchell's Lake

BEXLEY TOWNSHIP —(1) Lot 1, North Portage Road, Rummerfield Hill

(2) Heaslip's Point, Lot 2 Northwest Bay, Balsam Lake

(3) Head of Portage, Balsam Lake, Block E

(4) Barrack's, Block E, Balsam Lake

(5) West side of Indian Point Balsam Lake, about three-quarters of a mile from the end Owner, J H Carnegie

(6) West one-half Lots 5 and 6, Con 2 Mr Benson, owner

(7) Lot 11 Con 2 H Southern owner Site on crest of small tongue of land running into a swamp

(8) Lot 9, Con 3 McKague, owner Site on bend of Perch Creek

(9) Lot 6, Con 5, Corbett's Hill Large village strategically placed commanding the divide between Raven Lake and Balsam Lake

(10) Smith's, Lot 18, Gull River Range

SOMERVILLE TOWNSHIP —(1) Lots 56 and 57, Front Range, G Rumney, owner Site on rising ground half a mile east of Big Mud Turtle Lake

(2) Lot 60, Front Range, a quarter of a mile from the previous site but on the opposite side of a valley Owner, Mr Wallace

(3) Lots 69, 70 and 71, Front Range, Edward Lee, owner On a flat 200-yard ledge, fifty feet above the east shore of Big Mud Turtle

Lake

LAXTON TOWNSHIP —(1) East half Lots 8 and 9 ,Con 9, on the south side of Beach Lake

(2) Lots 11 and 12, Con 8 Mrs Staples and G Winterbourn, owners This village is about 400 yards from the northern edge of the limestone territory, which ends here in an abrupt escarpment

(3) Lot 12, Con 7, David Hilton, owner This site is about 240 rods northwest of the previous one, and 50 rods east of Head Lake The same locality was occupied for a second time at a comparatively recent date All three of the Laxton sites are on the portage trail from Gull River to Head Lake

DIGBY TOWNSHIP—Lot 25, Con 3, F Reid, owner This is on the Head River two miles below Head Lake and is on the same canoe route as the Laxton villages

CARDEN TOWNSHIP —(1) Lot 6, Con 10, Patrick Duggan, owner On high gravelly hill

(2) Lot 6 Con 5, F Whelen, owner

(3) Lot 18, Con 4, John Chryslar, owner This village covered five or six acres in a valley on the east side of Lower Mud Lake

4 Lot 21, Con 4, close to Lower Mud Lake Owner, Mr Boyle

Thorough search by Col Laidlaw has failed to reveal any village sites in the granitic regions of Digby, Dalton and Longford Villages on Lot 2, Con 11, and Lot 1, Con 13, Mara Township, are within a mile or two of Lower Mud Lake and were probably closely related to sites Nos 3 and 4 in Carden

In addition to the numerous settlements just detailed, there have been listed some forty-eight different localities throughout Victoria County in which Indian relics have been found but in which no ash-beds, the only sure roof of a camp-site, have been located

It is instructive to note that nearly all these villages were built at some distance from the main lakes and watercourses The Huron civilization was based on agriculture and was drawn inland by the more favorable soil found there The menace of roving enemies always overshadowed them, and to rear a conspicuous or unsheltered camp was to court destruction For this reason, too, their homes were hidden up some wooded glen, and fenced about with a natural barrier of marsh or hill Only an occasional fishing hamlet ventured out upon the shore It was an age of chronic insecurity Eternal vigilance was the price of existence Any hour of the day or night might bring the onslaught of a legion of screaming devils

Strange Works and Stranger Ways.

The life of these tribes, their homes food, clothes tools and weapons, their domestic customs, their manner of marriage, warfare, and burial, are all strange to the conceptions of our time. Luckily the Jesuits, who lived among the Hurons at a slightly later period, have given us a full and graphic account of their works and ways, an account whose completeness and reliability render almost superfluous the abundant corroboration of modern archaeological research

The typical Huron house consisted of a scaffolding of saplings,

about thirty feet in length, breadth and height, and covered over with sheets of bark. Doors opened at opposite ends, and on entering one saw a single room with broad shelves four feet from the ground, running along the wall on either hand, as in a large sleeping car. Fires were built on the earthen floor down the centre of the room, and the smoke filtered out through a hole in the roof. At night such a Huron lodge would be like a glimpse of hell, a chaos of fire and smoke, with dark, naked bodies strewn around amid a bedlam of shrieking children and snarling dogs. In some of the larger villages, a house was sometimes extended to many times its normal length and here the infernal confusion was even worse confounded. From twenty to one hundred families would be mingled together in a welter of noisy lawlessness, in which privacy, restraint and decency were inconceivable.

Their staple food was Indian corn, without salt, prepared in a variety of unpleasant forms. Dog-flesh was highly prized and easily obtained, while the more elusive venison and bear-meat were reserved for times of special feasting. Human flesh was also devoured whenever they were fortunate enough to capture some of their enemies. There was always a prelude of torture, after which the bodies were divided and boiled in kettles. On a single occasion in 1639, one hundred Iroquois prisoners were added to the Huron dietary. The Jesuit missionaries at St. Joseph, twelve miles west of Orillia, were repeatedly urged to join in the feast, and their hosts even threw a cooked portion in through their chapel door.

Agriculture was the foundation of the Huron system of society, yet their methods were very primitive. The land was cleared by alternate burnings and choppings around the base of each individual tree. The charred stumps were left in place and the squaws scratched the ground between them with hoes of wood and bone. The crop consisted of corn, beans, pumpkins, tobacco, hemp and sunflowers. The sunflowers were used only for the purpose of securing hair-oil from their seeds. This hair oil constituted the complete summer costume of one of the Grey County tribes.

The general dress of the Hurons was, however, more adequate, and was formed of skins, cured with smoke. The men in summer retrenched to moccasins and a breech-clout, but the women were commanded by the Jesuits for the modesty of their attire. Girls at dances were the only notorious exception. In winter, the warriors donned tunics and leggings of skin, and on occasions of ceremony wrapped themselves in robes of beaver or otter fur embroidered with porcupine quills.

Huron women lived most unlovely lives. A youth of wantonness passed quickly into an old age of drudgery. Romantic love and courtship, occasionally ascribed to these people by irresponsible sentimentalists in our own day, were smothered out in the hot, dissolute shamelessness of the crowded lodge. Marriage was usually temporary and experimental, and consisted in a girl's acceptance of a gift of wampum. Divorce could be secured at the whim of either party, and as the gifts were never returned, attractive and enterprising girls often amassed a great store of wampum. Before passing final judgment on such customs, we would do well to remember that equal licentiousness exists in the modern State of California, where the nominally civilized white population have long recorded two divorces to every five marriages.

Once a mother and established as a permanent wife, the Huron woman became a household drudge, sowing maize, tilling the charred earth, harvesting, collecting firewood, smoking fish, curing skins, and making clothing. All pottery was of her manufacture. For this, she would take suitable clay, and knead it thoroughly with her hands and feet, adding betimes some such tempering material as pulverized shells, quartz, or mica. The resultant paste would then be rolled out into long snakelike strips and these carefully coiled up into the form of a pot. As the vessel took shape it was continually smoothed and fashioned inside and out by the bare hand moistened with water. The finished product was a globular urn with a constricted neck and a decorated collar. For its final hardening it was dried and then baked in coals from the fire.

The men's manufactures included their homes, their tools and weapons of flint, their pipes, and their birch bark canoes. The fashioning of flint was a quick and simple process. The fragments of stone were first secured by lighting a fire on the bedrock and then throwing cold water on the heated surface. Then from the hollow shaft of a goose-quill would be formed an instrument like a medicine-dropper or a fountain-pen filler, and to its upper end was lashed an animal's bladder filled with cold water. The prospective tomahawk or spearhead was next heated in the fire and held between two sticks while the flint worker touched it here and there with the cold, moist quill-tip and splintered off the flakes of rock with great skill and greater rapidity. Some writers have in the past claimed that the cold flint was shaped with a small chisel of bone, but Indians themselves have assured me that the "heat and water method" was the only genuine, as well as the only practicable system in existence. Five flint workshops have been located in Victoria County, as follows:—(1) On the southwest corner of Ghost Island, Balsam Lake. (2) On Lot 5, South Portage Road, Bexley, on a flat bank near Grass River. (3) On Block C, Bexley, on the shore of Balsam Lake near the Trent Canal entrance. (4) On the west and south shores of Bobcaygeon Island. (5) On Lot 9, Con. 1, Fenelon.

Another product of masculine ingenuity was the wampum. This was a mysterious fabric of white and purple beads made from the inner parts of certain sea-shells from the Gulf of Mexico. Wampum was used for necklaces, collars and bracelets by girls at dances. It also served as currency, and for the confirmation of treaties. The tribal records were likewise kept in strings of wampum, and in such cases beads of different colors and sizes were taken to represent certain syllables, thus making the wampum the equivalent of a written language. Certain men in each tribe were trained to an understanding of this mnemonic system and even today a few individuals remain who can "read the wampums."

In summer and autumn the men would engage in their more serious employment, fishing from their birch canoes with bone hooks or

hempen nets, hunting for deer, trading wampum and corn for the fish and furs of their nomad Algonquin neighbors on the north, or risking their lives on some far-off foray into the territory of their enemies. But before the New Year all would be gathered in their villages for the winter season of idleness. Gambling, smoking, feasting and dancing now took up their time. Their gambling was a primitive "crap" game played with plum-stones or wooden lozenges or even with discs of pottery. No limits existed in their reckless betting, and a man often staked and lost his weapons, his clothes and his wife. Feasting was entered upon almost as desperately and a Huron host would frequently sink all his substance in providing one superlative banquet to the entire village.

One of the most remarkable customs of the Hurons was their Feast of the Dead, held every twelve years. As individuals died from time to time, their bodies were either buried in the earth in a crouching posture or strapped on a scaffold in a tree. These obsequies were, however, only temporary, and at intervals of twelve years all the corpses of the tribe were brought together and buried in one large, circular pit. The Jesuit Fathers were eye-witnesses of one of these ghastly celebrations and have left us their report. Each village first exhumed its dead, and carefully scraped the bones of all except the most recent corpses. These hideous relics were then suspended from the rafters of homes while mourners held a funeral feast beneath them. They then set out for the central burying-place of the tribe, marching along the forest paths with their carrion and bundles of bones on their shoulders. When all the villages had assembled, funeral games were held and orations made by the chiefs. Then all complete corpses were carefully ranged around the bottom of the pit and the loose bones thrown in pellmell on top amid indescribable clamor and lamentation. Finally logs, earth and stones were thrown on top and the unearthly shrieking subsided into a despairing chant.

Four of these ossuaries have been located within a sixteen-mile radius of Lindsay, as follows:—(1) On the west half of Lot 10, Concession 1, Fenelon, on the top of a sandy hill about a quarter of a mile east of Goose Lake. This was first opened in the 'seventies by the late Dr. Hart of Cannington, the late A. B. Coates, of Cambray, and his son, Mr. G. R. B. Coates. (2) On Lot 25, Concession 5, Verulam, owned by Mr. R. C. Devitt. This pit, however, is likely to contain the Indians slain in battle in comparatively recent times, for iron tomahawks were found in it and tradition tells of a nearby conflict in Mississaga times. (3) On Lot 3, Concession 11, Manvers, two miles from Scugog Lake in a line due east from Washburn's Island. This lot is on Mr. Thos. Syer's farm. The ossuary was opened about thirty years ago and contained several hundred skeletons. (4) Five miles east of the Syer ossuary, on Lot 18, Concession 8, Manvers, owned by Mr. R. Fallis. This burial-pit is on a high, gravelly hill and was grown over with trees from three to four centuries in age. It was first investigated in the early 'forties by Mr. Thos. Graham and Mr. Peter Preston. General Sir Sam Hughes also excavated here in 1871. The contents of the pit were estimated at one thousand skeletons. Both this ossuary and the one on the Syer farm are indubitable specimens of the Huron period

Such were the customs and manners of the Hurons when the French first found them in Simcoe County in 1615, and such, undoubtedly, had been the customs and manners of those living in Victoria County a few years before

But Victoria was soon to be depopulated The Iroquois Confederacy in New York State was developing such societal concentration and warlike ferocity as to menace the existence of all its neighbors In 1595, according to Lescarbot, a war-party of Iroquois wiped away all tribes from the St Lawrence Valley This great danger doubtless forced the retirement of the Rock and Deer Hurons to the west of Lake Simcoe, as well as the development there of the large palisaded towns so common in Simcoe County but apparently so rare in the more peaceful era when Victoria County was occupied

The First White Man in Victoria.

The first white man in Victoria county was a Frenchman In 1615 Samuel de Champlain the great explorer, went up the Ottawa River by canoe with two French companions and ten Huron Indians He crossed through Lake Nipissing, skirted the east shore of Georgian Bay, and finally reached the Huron country in the County of Simcoe Here he undertook to join a party of 2500 warriors on an expedition into the heart of the Iroquois country The flotilla of war canoes left the shores of Lake Couchiching on September 10, 1615 Champlain in his Journal, makes brief mention of the territory through which they passed

"We continued our journey toward the enemy and went some five or six leagues through these lakes (Couchiching and Simcoe) Then the savages carried their canoes about ten leagues by land and we came to another lake, six to seven leagues in length, and three in breadth From this lake flows a river (the Trent system) which discharges into the great lake of the Entouhonorons (Ontario) After traversing this lake, we passed a fall and continuing on our course down this river for about sixty-four leagues, entered the lake of the Entouhonorons On our way we portaged around five falls, in some cases for four or five leagues We also passed through several large lakes on the river system The river itself is large and abounds in good fish All this region is certainly very fine and pleasant Along the banks it seems as if the trees had been set out for ornament in most places, and it seems that all these tracts were in former times inhabited by the savages, who were subsequently compelled to abandon them from fear of their enemies "

In spite of the mistiness of this description and Champlain's notorious errors in estimating distances, we should have little difficulty in tracing his course across this county He would skirt the east shore of Lake Simcoe as far as the Talbot River and here, on the south bank, on Lot 12 Concession 9, Thorah Township step ashore at a spot still known traditionally as "Champlain's Landing" He would cross by the ancient trail now Portage Road, to Balsam Lake Before dams and locks were built at Rosedale there was little difference in level between Balsam and Cameron lakes, and Champlain would probably get the impression that they were one long body of water,—hence the dimensions which he gives. He could not, however, fail to notice Fenelon Falls, then not the meek, domesticated sluice-way of today, but a virgin cataract, eighty feet wide, foaming down twenty-three feet into a rocky gorge, and we are not surprised to find it mentioned in his narrative. Further details of his trip must be left to speculation. We do know that for centuries the Indians portaged direct from Bridgenorth on Chemong Lake to Peterboro, a distance of six miles, thus saving a fifty-mile detour through Deer Bay and Clear Lake, and a spot on the high sandy shore near Bridgenorth is known traditionally as "Champlain's Rest."

The great Frenchman passed back through this territory once again. The expedition against the Iroquois was a failure. Champlain himself was wounded, his Huron allies refused to lend him a canoe in which to descend the St. Lawrence to Quebec, and he was compelled to pass the winter with them. The return trip to Simcoe County was a trying ordeal. The war party waited on a lake north of Kingston till December the 4th, when the lakes froze solid, and then started for home on snowshoes. Mid-December saw Champlain and his twenty-five hundred warriors swarming in a dark rabble across the snowy surface of Sturgeon, Cameron and Balsam Lakes. They reached their goal two days before Christmas. Some authorities have supposed that the long temporary camp of the party was at Bridgenorth, but there is nothing in Champlain's narrative to suggest this. Besides, Bridgenorth is less than eighty miles from the Huron country by the most circuitous route, and it is hardly conceivable that the picked men of the nation, eager to reach the warmth and comfort of their villages, would take nineteen days (at a speed of four miles a day) to cover this distance on snowshoes.

The Downfall of the Hurons

The warfare between the Iroquois and the Hurons, in which Champlain's expedition of 1615 was only an incident, came to a sudden end in the middle of the century. In 1649, while Charles the First was being executed in England, the Iroquois determined to close in on Simcoe County with their entire force. The chief Huron towns were stormed. The inhabitants were butchered or taken captive. Three of the Jesuit Fathers, Daniel, Brebeuf and Lalemant, suffered martyrdom. A remnant of the doomed nation fled for the winter to islands in Georgian Bay, there to waste away with starvation. With the return of the Iroquois in the spring of 1650 a little handful of Hurons paddled with the surviving Jesuits by the Ottawa route to Quebec. Others fled far to the north and west of Lake Huron. Today their only representatives are a few hundred half-breeds in Oklahoma and at Lorette, near Quebec. The Iroquois campaigns of 1649-50 practically exterminated the Huron race.

For nearly a century the Iroquois roamed unhindered over the deserted country of the Hurons. They planted villages on the shores of Rice Lake and the Otonabee River and tilled the soil there. There

is a tradition of a Mohawk camp in Oak Orchard, Sturgeon Point but its authenticity is uncertain, and the relics found there may belong to the earlier, Huron period.

The Coming of the Mississagas.

Retribution, though long delayed overtook the Iroquois at last. The avengers of the Huron nation were the Mississagas, an Algonquin tribe from near Sault Ste Marie, who trace their lineage back to the Shawnees of Kentucky. Early in the 18th century hunting parties of the Mississagas started drifting down over central and western Ontario. Here they were set upon and massacred by the Iroquois. The outcome was a Mississaga council of war in 1740 and the launching of a great punitive expedition against the enemy. The story of that grand foray, as handed down in Mississaga tradition, makes stirring reading. The conflict opened with the annihilation of a Mohawk force on the "Island of Skulls" in Georgian Bay. In Victoria County the Iroquois resistance stiffened, and eight swift, bloody battles had to be won before the Mississagas could slash their way through to the east. Near Coboconk, on Lots 18 and 19, Gull River Range, one may still see the pits from which beleaguered Mohawks fought to the death. Another party was wiped out on a small island off Indian Point, Balsam Lake, and just west of the modern steamboat channel. A band of Iroquois were ambushed in the valley of Goose Lake, north of Cambray and slaughtered there. Other parties clashed at Sturgeon Point and Ball Point, and some, who retreated up the Scugog past Lindsay made their last stand at Caesarea, on the east shore of Scugog Lake and at Washburn's Island. At the latter place the warriors fought in the shallows up to their waists in water, and for long years afterwards the waves kept washing human bones up on the beach. Still another party was cut down on Lot 28, Concession 7, Verulam, about five miles north-northwest of Bobcaygeon. Then the exultant Mississagas swarmed eastward down the Trent system.

—But the warlike Iroquois were not yet wholly discomfited. They borough, and then fell back on their Rice Lake encampments. Here, from the mouth of the Otonabee six miles east to Roach's Point opened one of the bitterest and most sanguinary struggles in the history of Indian warfare. It was no surprise attack but a pitched battle fought by checked the Mississaga rush for a moment at Cemetery Point, Peter- land and by water and contested every foot of the way with amazing ferocity and determination. Over a thousand Iroquois had died fighting, before their party broke and fled. There was a brief rally at Cameron's Point near the foot of the lake ,but the struggle was really over, and the Mohawks were soon in full retreat towards Lake Ontario, with the Mississagas in pursuit. Nor was this the end of this stirring campaign, for the Mississaga expedition actually crossed into New York State, besieged the Iroquois in their villages there, and enforced a treaty by which the Mississagas were admitted as an additional tribe in the Iroquois Confederacy.

The Days of Mississaga Settlement.

A general migration from their northern home into the land than cleared of Mohawks, was the immediate result of this season of Mississaga warfare. From 1746 to 1750 they fought with the Iroquois against the French, but suffered reverses and withdrew from the Confederacy. However, they continued to occupy Southern Ontario. Victoria County, for the first time in 150 years, was again dotted with villages, though not as thickly as in Huron times.

Fifteen of these Mississaga villages in or adjacent to the County have been listed as follows:—(1) West half lots 8 and 9, Concession 6, Ops near Stony Creek (or East Cross Creek). Owner, Mr Carlin.

(2) Lot 10, Con 3 Ops at the mouth of West Cross Creek. Owner, Jas Roach.

(3) On the shore of Scugog Lake, just south of Port Perry.

(4) On Lot 5, Con 11, Verulam, Mr M Killaby owner. This is a sandy site about fifty rods from Pigeon Lake.

(5) At Pleasant Point, Sturgeon Lake.

(6) On the site of the Presbyterian manse, Cambray village.

(7) On the west part of Lot 26, Con 4 Fenelon Mr Archibald McArthur owner. This village was on a terrace touching the shore of South Bay, Balsam Lake.

(8) Lot 29, Con 3, Fenelon, on east shore of Long Point, just across South Bay from the previous site. Owner, Mr F Staples.

(9) Lot 21, Con 9 Eldon, Donald Fraser owner.

(10) Southeast corner, Indian Point, Balsam Lake. Owner, Mr J H Carnegie.

(11) Lots 19 and 20, Gull River Range, Bexley, near Coboconk. Owner, Mr J Moore.

(12) Lot 24 Con 2, Somerville. J Ead, owner.

(13) East half Lot 1, Con 8 Laxton. Wm Campbell, owner. This is on a flat on the south shore of Deer Lake.

(14) Lot 12, Con 7, Laxton. David Hilton, owner.

(15) Lot 18, Con 4, Carden. J Chrysler owner. This is on the east side of Lower Mud Lake.

The Mississagas were a tall race, characterized by fine physique and a heavy, prominent nose. They probably equalled the Iroquois in bravery and strength but lacked their solidity of character and capacity for organization. Their prowess in war needs no vindication but they never established a strong, concentrated civilization after the manner of the Iroquois and the Hurons. They depended far more on hunting and fishing than on agriculture, and so lived in small, scattered groups throughout their domain. Their homes were not the rectangular bark lodges of Iroquoian peoples, but round wigwams built by planting poles in a circle, tying their tops together and fastening birch bark or grass mats around the outside as walls.

From this period dates a 'deer fence,' which was found, in pioneer days, running east from Goose Lake, near Cambray, to Sturgeon Lake, five miles away. This fence was made by felling trees in a long row and piling brush along them. Gaps were left at intervals, and here hunters would take their places while beaters drove the deer along the fence. The frightened animals would pass through the gaps and there be shot down at a point blank range that made arrows fatal.

From this era, too, dates the legend of Manita. In the version told me by Johnston Paudash, son of the Mississaga Chief at the Nanabazhoo Reserve, Rice Lake, Manita or Nomena ("light of love") was the daughter of a great Mississaga chief who lived at Pleasant Point, Sturgeon Lake. Ogemah, an Iroquois chief, paddled alone from his own country to ask for her in marriage, but was murdered by a jealous Mississaga brave. About 1886 a poem on this theme was published in Lindsay by the late Mr. William McDonnell. This poem is a pretty little idyll, but as a portrayal of Indian psychology it is hopelessly sentimental and therefore unbelievable. It also substitutes Huron for Mississaga, Sturgeon Point for Pleasant Point and brings Ogemah on the stage by way of Lindsay, the wrong direction entirely.

Mr. Paudash also assured me that the war paint used by Indians was for the purpose of camouflage in the forest. This device would therefore antedate the Great War by several centuries. The Indians also had a system of signalling with the arms, much like the "semaphore" system, but each position of the arms represented a syllable and not a letter. They also signalled by passing a deerskin in front of a fire-light in a fashion that foreshadowed the heliograph.

The Surrender of the Soil.

In 1763, by the Peace of Paris, France relinquished to England all claim on Canada. In the same year, the English issued a proclamation conceding to the Indians the right of occupancy upon their old hunting-grounds and their claim to compensation for its surrender.

In accordance with this policy, the English government treated for and obtained in 1784 a formal cession of the tier of townships now fronting on Lake Ontario from Toronto east to Trenton. This satisfied the land-hunger of Anglo-Saxon colonists for more than three decades, but its area was not permanenty adequate. At last, on November 5, 1818, the chiefs of the six Mississaga tribes, Buckquaquet of the Eagles, Pishikinse of the Reindeers, Paudash of the Cranes, Cahgahkishinse of the Pike, Cahgagewin of the Snakes, and Pininse of the White Oaks, were summoned to Port Hope. There they sold to the Crown a great block of land comprising the modern counties of Peterborough and Victoria, and twenty-eight adjoining townships or parts of townships in Hastings, Northumberland, Durham, Ontario, Muskoka and Haliburton. For this tract, comprising well over two million acres, the purchase price was set at £740 in goods to be delivered yearly forever to the Mississaga tribes of the district. After this contract had been signed, however, the Deputy Superintendent General of Indian Affairs added a strange postscript announcing that the government proposed to issue only ten dollars in goods annually to each man, woman and child alive at the time of the sale. This payment would cease with their death, and individuals born after November 5, 1818, would receive nothing. Thus by a stroke of chicanery, fifty-seven Ontario townships passed to the white man for a brief dole of merchandise. (See "Indian Treaties and Surrenders," Vol. I, page 49, published by the King's Printer, Ottawa.)

The history of the Mississagas since contact with the white men has been a slow tragedy. Originally numbering several thousands, they were so debauched by the white men's whiskey and so ravaged by the white man's diseases that only a few hundred were left by the second quarter of last century. They presented a constant problem to the government, for their unprofitable occupation of good land aroused much covetousness, while their frank and trustful natures made them an easy prey to a swarm of swindlers. Certain small reservations of land were at last bought or set aside for them by the Crown. Here they still live. They have adopted the Christian religion and a measure of Anglo-Saxon civilization, but their old traditions and instincts die hard. In 1911, the Mississagas totalled 831, and were located in reserves on Rice Lake, Mud Lake, Scugog Lake and the Credit River. Victoria County, once part of their wild domain, has passed almost completely into other hands.

Chapter IX.

Kawartha Navigation

Extending across Central Southern Ontario from the Bay of Quinte to Georgian Bay is a chain of lakes and rivers by which the Indian aborigines had from time immemorial transnavigated the province. Where this great canoe route crosses Victoria County its waters are known as the Kawartha lake system.

The history of navigation on this system is as old as human occupation. While the Indians, however, were able to portage their craft over watersheds and around falls and rapids, the heavier draught boats gradually developed by white men made necessary a system of locks and canals. The record of navigation on the Kawartha lakes is, therefore, bound up intimately with the canalization of the water route. The canal system, known today as the Trent Valley Canal, has been under construction for 88 years, and is not yet finished.

The first suggestion that such work be undertaken was made in 1827, when a petition, signed by a Mr. Stewart and others, was presented to the Legislature of Upper Canada. A committee was appointed by the Lower House to consider the proposal and reported that it was "exceedingly desirable and important that those waters which constitute the chain of lakes and rivers which run in a south-easterly direction from Lake Simcoe and which empty into the Bay of Quinte by the River Trent should be examined and surveyed by competent persons with a view to ascertaining how far they might be rendered navigable and the probable cost attending same."

Nothing was done, however, until February 1833. An Act was then passed appointing Commissioners to "receive plans and execute works necessary to the improvement of inland waters of the Newcastle District, commencing at the mouth of the Otonabee, which discharges into Rice Lake, and extending to Lake Scugog." For this purpose the Commissioners were authorized to raise £2000 ($8000) on the security of tolls.

The Commission at once proceeded to let a contract to Messrs. Pearse, Dumble and Hoar for a short canal and lock at Bobcaygeon. The lock was to be of wood, 119 1-2 feet long by 28 feet wide, with 7 1-4 feet of water on the sills at high water and 4 3-4 feet at low water. The canal was to be 973 feet long. This unit was to connect the navigation of Chemong, Buckhorn, and Pigeon lakes with Sturgeon Lake and the Scugog River as far up as Purdy's Mills, now Lindsay.

The work at Bobcaygeon was begun in 1833 and completed in 1835 The contract price was £1800, and the contractors did extra work to the value of £84 From the Commissioners, however, they actually received only £918 because of pecuniary embarrassment which had overtaken one of the Commissioners, who had been entreated by the rest with making disbursements In the end the Legislature had to make good a balance of £766

A Season of Surveys

Meanwhile several general surveys were under way It seems understood that the small wooden lock at Bobcaygeon was only a temporary expedient and that the government was planning works on a larger scale, with stone locks, extending from the Bay of Quinte to Georgian Bay

In 1833 the Lieutenant-Governor instructed Mr N H Baird to survey the section from the mouth of the Trent to Rice Lake and to estimate the cost of making it navigable for vessels drawing five feet of water All locks were to be 134 feet long by 33 feet wide Mr Baird reported that in the 61 miles from Trenton to Rice Lake there were five main impediments to navigation:—(1) at Nine-mile Rapids, (2) at Chisholm's Rapids, (3) at the rapids between Percy Landing and Crow Bay, (4) at Healey's Falls, and (5) at Crook's Rapids To eliminate these obstacles he prescribed 37 stone locks, 18 dams, and 4 3 4 miles of side-cuts all at an estimated cost of £232,447 8s 1 1-2d

In 1834 a charter was granted to a private company to build a canal from Port Hope on Lake Ontario, to Rice Lake The authorized capital of the company was £50 000 Surveys were made The distance of the only feasible route, from Orton's Creek, Rice Lake to the pier at Port Hope following the curves of the ravines, was 14 miles The estimates of the engineer, Robert A Maingy, M L C, M S, on a canal 22 feet wide and 4 feet in depth with locks 70 feet by 14 feet, was £101 426 6s 6d Of this sum, £60,000 was to cover unexpected excavation on the summit ridge near Rice Lake. The company did nothing within the seven-year limit set by the government and the charter lapsed in 1841

In April 1835, Sir John Colborne, then Lieutenant-Governor, instructed N H Baird to survey the second section of the main trans-provincial canal from Rice Lake to Lake Simcoe His report divided this unit into five sub-sections, as follows —(1) Rice Lake to Peterborough, 21 miles with a rise of 4 1-2 feet, requiring 2 dams and 1 lock, (2) Peterborough to Clear Lake, 14 miles, with a rise of 147 1-2 feet requiring 6 dams and 14 locks, (3) Clear Lake to Bobcaygeon, 31 miles, with a rise of 38 1-3 feet, requiring 2 dams and 5 locks, (4) Bobcaygeon to Balsam Lake 26 miles, with a rise of 34 feet, requiring 3 dams and 5 locks, and (5) Balsam Lake to Lake Simcoe, 16 1-2 miles, with a fall of 118 1-2 feet, requiring 12 locks The distance of the whole section from Rice Lake to Lake Simcoe was thus approximately 110 miles. The estimated cost of construction, including standard stone locks, 134 feet by 33 feet, was £262,067, 18s. 4d., Halifax currency, or $1,048,271.27.

In 1837 still another survey was undertaken. It had been suggested that a much shorter route than that already mapped out might be had by running a canal from Lake Simcoe to Scugog Lake and from Scugog Lake south to Lake Ontario. A civil engineer named Killaby was instructed to examine the physiography of the region. He ran a line from Port Darlington on Lake Ontario up Barber's Creek past Bowmanville and north to Scugog Lake and found that the summit of the morainic ridge which intervenes between the two bodies of water was at its lowest point 250 feet above Scugog Lake. Lack of water on these higher levels made the use of locks impracticable and wholesale excavation, rivalling the Culebra Cut, was considered out of the question. This route was therefore abandoned.

No further surveys were made for some time, for the new administration which took over after the Act of Union of 1841 abandoned the trans-Ontario scheme and dismissed all thought of examining the section from Lake Simcoe to Georgian Bay.

Further Construction in the Thirties.

Considerable construction had, however, been prosecuted in the meantime. In 1836 the Legislature had divided the canal, so far as surveyed, into two sections: a Trent Division, from Trenton to Healey's Falls, and an Inland Division, from Healey's Falls to Scugog Lake. Two Boards of Commissioners were appointed, one for each division, and work was begun in 1837 with N. H. Baird as supervising engineer. £16,000 was voted to the Inland Division.

Work was done at Healey's Falls, Crook's Rapids, Whitlas' Rapids, Buckhorn, Bobcaygeon, and Purdy's Mills.

At Bobcaygeon it was found that the original designs were so defective that the bottom of the wooden lock was dry at low water. Repairs were therefore made, an embankment built near by, and a dam constructed at Buckhorn Lake, all at a cost of £3500.

At Purdy's Mills, now Lindsay, a wooden dam and a lock, 134 feet by 33 feet by 5 feet, were to be built. In 1837-38, the site of the lock was excavated to a depth of seven feet and coffer dams were made around the excavation. Lumber for dam and lock was prepared and delivered on the ground. The lock was partly framed. By 1839 some £1200 had been spent, but £1300 more was needed to complete the undertaking. Funds were not forthcoming from the Commissioners and the contractors abandoned the works, leaving the materials to waste and rot for five years before anything further was done.

Prior to February 1841 the total expenditure on both divisions of the canal amounted to only £44,398 or $177,592.60.

Progress Under Board of Works.

On the union of the provinces in 1841, the canal system was placed under a Board of Works, which was the fore-runner of the later federal Department of Public Works. The chairman of this Board recommended the abandonment of the original trans-Ontario scheme on the ground that the route was too shallow and circuitous and that the cost, estimated at $3,000,000, was prohibitive. He further recommended that the locks already started be finished and that timber slides be prepared.

The wooden lock and dam at Lindsay were completed in 1844. The lock was 131 1-2 feet long by 32 1-2 feet wide, with an 8-foot lift. The dam was a truss frame structure, 280 feet long and 9 feet high, on a 30-foot base. The lock at last went out of repair and when, in 1857, the railway from Port Hope reached Lindsay, its renewal was deemed unnecessary. In 1859, a 54-foot slide was built through the lock. The lower gates were removed and the lower part of the upper gates formed the breast of the slide.

The channel of the Scugog River above and below Lindsay also claimed attention. In the lower river three cuts were made to eliminate some of the more intolerable meanderings of the stream. In the upper river the outstanding impediment was a region of shifting bogs which tended to bedevil the channel at the foot of Scugog Lake. No remedy for this was found.

At Bobcaygeon, a general reconstruction was accomplished in 1857. The wooden lock was replaced by one of cut stone masonry, 134 feet by 33 feet, with a 7 1-4 foot lift. The gates were of solid timber and rested on wooden sills. This lock is being rebuilt in concrete in the current year, 1921. A canal above the lock, 973 feet long, was faced and floored with timber and plank, and guard piers, 130 feet long, were placed below the lock.

In 1853, two slides were built and a basin and two mill-races excavated. One slide was for squared timber and the other, in the "Little Bob" channel, for sawlogs. A dam of truss and crib work was likewise built across the channel, 1262 feet in length, and 6 feet in height.

Development of Lumbering

For many years the aim of the government was less to foster navigation than to facilitate the passage of timber down the Trent System. In the forties the southern portion of the Trent watershed was the centre of lumbering activities. In 1844-45 three great slides were built at Healey's Falls, Middle Falls, and Chisholm's Rapids on the section between Rice Lake and Trenton. The cost of maintenance of these slides was greater than the revenue derived from them and in 1855 they were turned over to a "Trent Slide Committee." This Committee was granted a toll of one dollar on each crib floated, and undertook in return to keep the slides in order.

As the forests to the south became depleted, the lumberman kept moving north. In the early sixties, a rush was made to secure the great pine areas in the northern half of the Trent watershed and

by 1865 about 1000 square miles had been alienated with practically no return to the public treasury.

As part of this development, authority was granted on February 15, 1860, to Alexander Dennistoun to form a company for the purpose of building a timber slide at Fenelon Falls. This slide was 326 feet long and 33 feet wide.

For the next twelve years, violent quarrelling over the blocking of the Fenelon River channel with timber prevailed between the lumbermen and the steamboat owners of the district. Both parties petitioned the government in 1872 to divide the river into two channels. In 1873, this was done by building two piers in mid-stream and stretching between them a 3090-foot single-chain boom, anchored at intervals of 300 feet by heavy anchor stones and chain cables. At the same time the government assumed control of the timber slide.

Revival of Canal Project.

The general supervision of the Trent System was under the Board of Works prior to 1867, under the federal Department of Public Works from Confederation till about 1881, and since 1881 under the federal Department of Railways and Canals.

In 1881 with the Canadian Pacific Railway planned across the northwest and the prospect of new grain traffic by water from Port Arthur holding the prophetic imagination, the old trans-provincial Trent canal scheme was again brought up. It was pointed out on the one hand, that while the distance from Kingston to the Straits of Mackinaw by way of the Great Lakes and the Welland Canal was 785 miles, the distance via the Trent Canal would be only 567 miles, a saving of 218 miles. It was argued on the other hand that the shallow channel and tiny locks would force transhipping of cargoes, unnecessary on the other route, that the canal route from Trenton to Georgian Bay was 235 miles in length while the direct distance between the two was only 112 miles, and that the incessant lockages over the Trent system would make it actually slower and more vexatious than the Great Lakes route. The government was not thoroughly convinced that the project was sound. It went ahead, but went very half-heartedly, and took no steps towards large money appropriations for another fifteen years.

One major undertaking in this county may be noted. On October 14, 1882, a contract was made with A. P. McDonald and Company to build two stone locks and a canal at Fenelon Falls. The locks had each approximately a fourteen-foot lift designed to overcome a fall of 24.84 feet at Fenelon Falls and a fall of 3.71 feet at Balsam Rapids, just above Cameron Lake. A dam 304 feet long and seven feet high was also built. Much trouble was experienced in unwatering the works but the locks were at last completed in 1886. It was then discovered that one-third of a mile of canal between them and Cameron Lake had been only partially dredged. Moreover the stationary railway bridge prevented boats from passing north. It was not until May 19, 1894, that a swing bridge was installed and the steamer "Water-Witch" pushed through with exultant shrieks Balsam Lake was still inaccessible to most boats, however, for the wooden lock built at Rosedale by Wm Whiteside for the Ontario government in 1873 was only 100 feet in length

Meanwhile the lock and dam at Lindsay has been rebuilt by Thomas Walters in 1870 and again in 1885, and a dry dock built at Bobcaygeon in 1889. In 1890-91, a wharf was built at the foot of Peel Street, in the heart of Lindsay, at a cost of $285 Steamers had previously docked at the foot of Caroline Street, far down the river, but a turning basin was now dredged out in front of the new wharf and a road cut down the hill at the foot of Peel Street. The Scugog had also been treated to a couple of extensive cuttings by which to eliminate the most circuitous of its meanderings.

In 1896, the Dominion Government at last abandoned its hesitation and launched out on the Trent Canal project in real earnest In 1897, the link from Balsam Lake to Lake Simcoe was pushed forward This work was divided into three sections The first section running 5 1-2 miles west from Balsam Lake was undertaken by Andrew Onderdonk, of Chicago. The chief task on this section was a rock cutting, a mile in length, running west from the shore of West Bay, Balsam Lake This cutting was followed by a flooded reach at Mitchell's Lake Sections 2 and 3, totalling 13 1-2 miles were contracted for by Messrs Larkin and Sangster and Messrs Brown and Aylmer respectively The work here included a 48 1-2 foot hydraulic lift-lock at Kirkfield, 5 concrete locks, 3 dams, 3 swing bridges and much dredging and excavation For the right-of-way from Kirkfield to Lake Simcoe, 2000 acres of land were bought at an average price of $10 the acre The whole of the Balsam-Simcoe section was completed by 1906 except the lift-lock, which had been found defective. After extensive repairs had been made, the lock was opened with much ceremony on July 6, 1907, by the Hon Rodolphe Lemieux, Postmaster-General, and the Hon M J Butler, Minister of Railways and Canals The cost of the lift lock, exclusive of concrete and breast walls, was $298,000

Navigation was now open from Orillia to Healey's Falls, except for the old wooden lock at Rosedale A contract for a concrete lock and short canal here was let on Feb 24, 1903, to the Randolph McDonald Co , Ltd A channel 4600 feet long, 90 feet wide, and 7 feet deep had to be drilled and blasted out in rock shoals in the Balsam River A further piece of canal was dug out through a swamp directly into Cameron Lake instead of following the river all the way Work at Rosedale was practically completed in 1911

Meanwhile two side issues had received some slight attention In October 1905, the Dominion government appropriated $6000 to pay E J Walsh, C E , of Ottawa, to make a survey of the Gull River waters and to report on the feasibility of giving Minden connection by locks and canals with the main Kawartha Lake system The project, which had really been first brought forward in 1861 was considered quite practicable but was turned down by Laurier when advocated by Sam Hughes, M.P. Another lateral canal, from Newmarket to Lake Simcoe, was begun in 1906 but never came to anything.

In 1909, the lock and dam at Lindsay were rebuilt under the contractorship of Mr. J. Ritchie.

Fierce controversies raged for many years over the choice of a lower outlet for the canal. Port Hope, Cobourg, and Trenton all shouted their rights and advantages in the matter. In 1908, the government finally decided to adopt the Trent River route. This section, from Trenton to Rice Lake, was opened for traffic on June 3, 1918.

The final link, which will give through passage from Georgian Bay to the Bay of Quinte is not yet finished. The "Severn Section" involves 6 locks, 16 dams, and 8 bridges. Through the use of two marine railways, at Swift Rapids and Big Chute respectively, launches up to 35 feet in length may pass from Lake Couchiching to Port Severn, on Georgian Bay, but this does not constitute open traffic on the Canal.

The total expenditure on the Trent Canal up to March 31, 1919, was $18,780,220.22, a sum which would have seemed unbelievable forty years ago.

History of Kawartha Navigation.

Apart from the log dug-outs of the pioneers, the first vessel on local waters was the packet boat "Firefly," operated by Reuben Crandell of Port Perry and his son George. This craft was a roomy sailing skiff, with oars, which, from 1835 to 1845, had a monopoly of the freight and passenger traffic between Port Perry and Lindsay. In 1845 two men, Lasher and Haywood, built a horse-boat and ran between "Lasher's" (now Caesarea) and Lindsay. In this way they sought to establish a trade route between Lindsay and Bowmanville. This opposition stirred George Crandell up to building at Port Perry the first steamboat on these inland waters. With the co-operation of Messrs. Chisholm, Rowe, and Cotton, the S. S. "Woodman," a 100-foot side-wheeler, was launched on May 24, 1851. The "Woodman" devoured cordwood as fuel and travelled at the rate of eight miles an hour. The horse-boat went out of business next day. As a sample of the difficulties encountered by these early ship-builders, it might be mentioned that when in 1853 some of the "Woodmen's" boiler flues gave way no new flues could be obtained in Toronto and Charles Britton had to send all the way to New York for them.

Between 1853 and 1896 the following additional steamboats were built locally:—1853, S. S. "Ogemah" at Fenelon Falls by Captain Wallis; 1855, S. S. "Firefly" at Bridgenorth by Captain Sawyers; 1860, S. S. "Scugog" at Mud Lake by Capt. Kelly; 1861, S. S. "Lady Ida" at Port Perry; 1863, S. S. "Ranger" at Lindsay by Capt. Geo. Crandell; 1863, S. S. "Novelty" at Ball Lake by Mr. Henry, 1864, S S "Anglo-Saxon" at Lindsay by Capt. Crandell, 1867, S. S. "Victoria", 1867, S S "Commodore" by Capt Crandell; 1868, S. S "Champion" by Capt Crandell, 1870, S S "Coboconk" at Coboconk by Hay and Treleavin, 1870, S S "Sampson No 1," a side-wheeler built by Mr. McFadden at Coboconk and hauled down over the Fenelon Falls dam by Capt Crandell, 1870 S S "Sampson No 2," at Ball Lake by Scott and Son, 1872, S S "Mary Ellen" at Lindsay by Capt Crandell, 1872, S S "Victoria," later the "Historian," by Tate and Hall, 1873, S S "Vanderbilt," a 180-foot vessel with the first walking-beam engine seen on these waters, built at Lindsay by Capt Crandell, 1880, S S "Eva," by Capt Crandell, 1880, S S "Beaubocage", 1884, S S "Esturion" by Mossom Boyd, of Bobcaygeon, 1884 S S "Maple Leaf" built by Parker Davis, later owned by Capt Bottum, 1884, S S "Dominion," a stern wheeler built at Port Hoover by Capt Savage, 1885, S S "Stranger," at Lindsay by Capt Crandell, 1885, S S "Dominion" at Lindsay by Burk Bros, 1886, S S "Water-Witch" at Lindsay by H Dunsford, 1886, S S "Alice-Ethel" at Lindsay by Thos Sadler 1888, S S "Louise" at Port Perry by Mr Bowman, 1891, S S "Crandella" at Lindsay by Capt Crandell, 1893 S S "Marie Louise" at Lindsay by Jos Parkin 1893 S S "Columbian" at Lindsay by Capt McCamus, 1893, S S "Greyhound (later the "Kathleen") at Lindsay by Thomas Sadler Later boats have been the "City of Lindsay," "Kawosha" "Manita" "Alexandra" (later the "Arthur C") "Bessie Butler "Wacosta," and "Lintonia"

It was an amazing fact that until 1898 Port Hope, on Lake Ontario, was the nearest port of registration for vessels In other words all boats built at Lindsay and elsewhere on the Kawartha waters had to be marked "of Port Hope" In 1898 this absurdity was abolished by making Lindsay a port of registration

Steamboats on local waters have performed two functions, first that of assisting in the timber trade, and second, that of carrying passengers and freight From 1850 to 1880 the exploitation of the forests of the districts was at its height and the steamers' chief work lay in the towing of immense cribs of logs and a multitude of lumber-barges. From 1880 to 1910, passenger-traffic grew in importance The two chief steamship companies during this period were the Trent Valley Navigation Company, organized in 1883 with M M Boyd as its first president, and the Kawartha Lakes Excursion Company, founded in 1902 by Joseph Parkin and John Carew

The steamboat traffic has dwindled away, however One by one the older boats have been destroyed by fire and the recent advent of power launches has reduced passenger traffic to a minimum and rendered steamers almost superfluous Only one steamboat the "Lintonia," now runs on the Scugog, where navigation was once so active The first local power launch was G H Grantham's "Put-Put," brought in during the nineties By 1909 there were 75 motorboats in Lindsay

Future of Trent Valley Canal.

The only possible justification of the twenty million dollars spent on the Trent Valley Canal will come from (1) water-power supplied, (2) through traffic that may develop and (3) a carefully planned revival of lumbering through reforestration.

The importance of using the back lakes of the Trent watershed as reservoirs by which to regulate waterflow and maintain ample water supplies for lumbering, navigation, and electric power generation is now fully recognized. The Ontario government built a few scattered dams among these headwaters in the sixties in order to assist lumbering operations. It was not until 1905, however, when the Federal Government was ceded control of all such works, that systematic management of waterflow was set up by the construction of an extensive system of concrete dams. This eliminates the destructive spring freshets and guarantees a steady flow of water throughout the year.

The development of any extensive transprovincial traffic through the Trent System is very problematical. Provision is being made for navigation by barges of 500 tons burden. The multiplicity of locks and the circuitousness of the channel, however, will make it but little quicker than the Welland Canal route, by which transhipment is unnecessary, while if speed is desired, the C P R grain line from Port McNicholl has the canal far outpaced.

When we consider the question of local freight, we find the canal built fifty years too late. Timber would have been the only considerable freight and until 1918 the canal system had no outlet to the main water systems of Ontario. If such a canal, worked on a basis of cheap transportation, had been in existence from 1850 on, it would have made possible more conservative logging, closer utilization of material by mills along the route, greater profit for all, and the management of the lumbering business in perpetuity. As it was, the timber was cut in a wasteful manner owing to the cost of transportation, and today the forests are practically exhausted. Only careful reforestration under responsible control can redeem the situation.

About 1878, the late George Laidlaw of Bexley prophesied that the Trent Canal would ultimately cost $20,000,000 and suggested that far more profit would result from spending that amount on the scientific improvement of live stock in Ontario. His estimate was greeted with universal laughter and incredulity. To-day he stands absolutely vindicated, and many would likewise agree completely as to the wisdom of his recommendations.

Chapter X.

Spinning the Railway Web

The early railways in Victoria county were born of commercial necessity.

The years from 1820 to 1860 saw the development, in the Kawartha Lakes basin, of great lumbering enterprises, followed closely by farming. Cutting off this thriving interior from the Lake Ontario coast, lay a range of forest ridden sand-hills, crossed only by two or three atrocious bush trails. In the thirties, as we have seen, abortive efforts were made to bridge the gap by building a Trent Valley Canal. Greater success attended the activity, twenty years later, of the builders of railways.

The first three of these railroads, might be described as "portage roads." The first was built from Lake Ontario to the Scugog River, and later extended, on a longer portage, to Georgian Bay. The second crossed from Toronto, on Lake Ontario, to Coboconk, on the upper Kawartha waters. The third ran from Lake Ontario to Scugog Lake, and was afterwards carried on to the Scugog River at Lindsay. All aimed at carrying the trade of this inland district out into the markets of the outside world.

The First Train to Lindsay.

The first of these roads, the Port Hope and Lindsay Railway, was chartered in 1846, with permission to build from Port Hope to Lindsay and thence west through Mariposa to some convenient point on the Ontario, Huron and Simcoe Railway. These original plans were never carried out, and, indeed, little work of any kind was done until after 1853, when a necessary renewal of the charter was secured.

The first train into Lindsay came in from Port Hope on Friday, October 16, 1857. The head of steel had reached Reaboro by December, 1856, and trains were unloading freight at Cunningham's Corners in August, 1857. In Lindsay, however, the road was to enter around the east bank of the Scugog, along the line of the present G. T. R. East Ward switch, and the cutting required in the river bank near the present Allenbury plant caused much delay. Steam shovels were unknown in that day, and all the earth had to be taken away in carts and wheelbarrows. Hence it was the middle of October 1857 before the first train entered the town.

Lindsay was the terminus of this railway for the next fourteen years. The station was near the foot of King Street, in the East Ward, just east of the grain elevator of today. Yards and wharves were prepared on the east bank of the Scugog, a few hundred yards farther north. The service consisted of one mixed train which left each morning for Port Hope and returned to Lindsay at night, after a leisurely day along the road.

On December 24, 1869, the railroad was renamed "The Midland Railway of Canada", and in January 1871 an extension from Lindsay to Beaverton was formally opened. This line crossed the Scugog by a swing bridge at the end of Lindsay Street North, ran north to about the present Carew box factory, and then swung west through Ops.

An earlier branch line, built by Messrs. Tate and Fowler from Millbrook to Peterboro, had been opened May 31, 1858.

The road was extended to Orillia in 1873, and in 1878 to its final terminus at Midland on Georgian Bay.

Toronto and Nipissing Railway.

In the session of 1867—68, the Ontario Legislature granted a charter to a Toronto and Nipissing Railway Company, which purposed building a narrow-gauge railroad from Toronto to Coboconk, in Bexley township, Victoria county.

This road was built in two sections. The first, from Toronto to Uxbridge, was formally opened in July 1871, and the second, from Uxbridge to Coboconk, was completed in the autumn of 1872.

The total length of the railroad was 87 miles, the gauge was 3 feet 6 inches, and the weight of the rails 40 pounds to the yard.

The largest structure on the road was a bridge over Northwest Bay, Balsam Lake. This bridge was 478 feet in length and consisted of three 106-foot spans and five 32-foot spans.

The officials of the company were William Gooderham Jr., President and Managing Director, James Graham, Secretary-Treasurer, and Edmund Wragge, Chief Engineer.

In 1875, and again in 1879, attempts were made to extend the T. & N. R. to Minden, or, failing that, to build a 6-mile spur to Elliott's Falls and gain through water connection with Minden by means of a lock at Moore's Falls. Neither plan has ever been realized.

Whitby and Lindsay Railway.

In 1868, a charter was granted to a Whitby and Port Perry Railway Company, with permission to build from Port Whitby, on Lake Ontario, to Port Perry on Lake Scugog. The company was very weak financially, but, after enduring many vicissitudes of fortune, it succeeded in running trains over the road by the spring of 1872. In May, 1873, the road was bought up by Messrs. Austin, Fulton, Michie, and Holden.

An extension to Lindsay now seemed desirable, and in the autumn of 1875 the company succeeded, through a series of public meetings, in obtaining a vote of $85,000 from the group of municipalities about and including Lindsay. In a crucial campaign meeting at Downeyville, Sir William Mulock, then solicitor for the railway, found argument of no avail, but carried the by-law by giving North Emily three jokes, two songs and a Irish clog-dance. A grant of $2000 per mile from the government was also engineered.

Work began in the summer of 1876. The surveyor was a Mr. Manning, of Uxbridge, the consulting engineer was Frank Shanly, of Toronto, and the contractors were Messrs. Gibson and Dixon. By noon on June 15, 1877, the tracklaying gang had reached Albert Street, Lindsay. In honor of the event, Veitch's Hotel presented them with a whole barrel of booze, which inspired them to hold a "navvy parade" around the streets of the town. The inaugural trip over the new line was made on July 31, 1877. The distance from Whitby to Port Perry had been 20 miles, and from Port Perry to Lindsay 25 miles.

The Victoria Railway

A fourth road, "The Lindsay, Fenelon Falls and Ottawa River Railway," was chartered in 1872. It was to be a narrow gauge line, running north from Lindsay through the back townships of Victoria and Peterborough counties and on to join the prospected line of the Canadian Pacific Railway near Mattawa.

The name was soon changed to "The Victoria Railway," and the gauge to the American standard.

Strenuous opposition to the road was raised by the town of Peterborough, the southern townships of Peterborough county, and the township of Fenelon, while Lindsay, the unincorporated village of Fenelon Falls, and the northern townships of Peterborough county gave the project their enthusiastic support. Municipal blockades against bonus-granting were removed in 1874 by making Fenelon Falls an incorporated village and incorporating 23 northern townships (20 from Peterborough county and 3 from Victoria county) as the Provisional County of Haliburton. Bonuses were then forthcoming, and the first sod of the railway was turned at Lindsay, on August 5, 1874, by the Hon. C. F. Fraser, Commissioner of Public Works.

The president and dominant spirit of the company was George Laidlaw, later of Bexley, the vice-president was C. J. Campbell, and the chief engineer was James Ross, later a Montreal millionaire. The directors were W. W. Copp, C. W. Bunting, J. C. Fitch, R. Barber, Wm. Thomson, George Stephen and H. P. Dwight.

The section from Lindsay to Kinmount was undertaken first. Here perhaps the chief difficulty lay in grabbing out huge pine stumps. Specifications called for a 200-ft. bridge over the Old Distillery Creek, a 500-foot bridge and a 3000-foot fill at McLaren's Creek, a $20,000 bridge over the Fenelon River, and a 133-foot single span Howe truss bridge over the Burnt River. Rock cuttings were heavy near Fenelon Falls and for the last four miles into Kinmount.

Work was twice interrupted during the general financial depression of 1875. A colony of Icelanders, some 300 men, women and children in all, had been brought in and settled at Kinmount in 1874 in order to help along the construction work. Dysentery demoralized their efforts for a time, various difficulties arose, and they finally migrated to Manitoba in a body in September 1875.

Steel reached Kinmount in October 1876. Further railway-building was held up for a time through lack of funds but in 1877 Laidlaw secured a grant of $8000 per mile from the provincial government and a bonus of $3000 per mile from the Canada Land and Emigration Company, which controlled a large part of Haliburton county.

The chief obstacles encountered in the remaining 22 miles were heavy rock cuttings and a morass or "sink-hole," four miles north of Kinmount, which swallowed up thousands of carloads of ties, trees, and earth before it was finally bridged. The 56 miles of railroad from Lindsay to Haliburton village were opened for traffic on November 26, 1878.

At its Lindsay terminus the road first merely branched off from the Midland Railway at a "Victoria Junction" (still marked on government topographical maps, though vanished long since from the earth) at the head of William Street North. An extension was later built down Victoria Avenue and a station built on that thoroughfare near its intersection with Glenelg Street. The first agent was the late James C. Leonard, who was later enthroned in the hierarchy of the C.P.R. management.

Numerous attempts have been made to carry the Victoria Railway beyond Haliburton, but none have succeeded.

The Blight of Bonuses.

The benefits of all this railway-building were somewhat counterbalanced by the financial burdens which they laid upon the municipalities which were served. No construction was undertaken without liberal gifts of money, and many municipalities, in their anxiety to secure railway accommodation, gave far beyond their means.

The Midland Railway took $80,000 from Ops and Lindsay, $100,000 from the town of Peterborough, $60,000 from the township of Hope and the amazing sum of $680,000 from the little town of Port Hope.

The Toronto and Nipissing Railway received $386,500 in municipal bonuses, of which $44,000 came from Eldon, $15,000 from Bexley, $15,000 from Somerville, and $12,500 from Laxton, Digby and Longford.

The Victoria Railway secured $214,000 in such grants, $85,000 being paid by Lindsay, $15,000 by Fenelon Falls, $15,000 by Somerville, $7,000 by Verulam, and $55,000 by Haliburton county.

The Whitby Railway, as already stated, drew in $85,000 from Lindsay and adjacent municipalities.

Local tax rates long recorded the chilling effect of these expenditures, and many years passed by before the general increase in prosperity, due to improved transportation, vindicated in some measure the prophetic rashness that had plunged into debt.

If we once grant that the railways, though perhaps prematurely and unnecessarily multiplied, were yet needed for the development of the countryside, it is hard to imagine any better plan for their financing than that of municipal bonusing. Little capital, either foreign or domestic, was available for investment in such enterprises. Government grants were certain ultimately to return to the tax payer with horns on; and as railway construction was even more feverish in the rest of the province than in this county, a blanket government subsidy to all companies would have borne unfairly on Victoria. Municipal bonuses were paid by those immediately served and though the levies caused temporary distress, the steady economic benefits of the railways gradually brought relief.

The Battle of the Barricade.

An incident which is unique in the history of local railways occurred in Lindsay on November 13, 1877.

A long strip of land lying between King Street and the river and stretching east from Lindsay Street for several rods, had been occupied for more than ten years by a siding of the Midland Railway. The railway company therefore claimed possession.

In 1877, Thomas Fee, a local lumberman, bought this parcel of land from Robert Lang, an official of the Lindsay Land Company, and proposed to erect a mill on the site.

As the railway was obdurate, Fee decided to take the law into his own hands. On the night of November 13th, he and Lang gathered a body-guard about them, took possession of the lot, and set up a strong fence across the siding which ran into it.

Mr. Burton, the railway agent, then brought out an engine and prepared to batter his way through the barricade. The defenders then drew revolvers, a battle seemed imminent, and Lang, who happened to be a Justice of the Peace, climbed on top of a dry goods box and read the Riot Act. Burton accordingly withdrew and telegraphed his troubles to the Head Office at Port Hope.

Morning saw Fee and Lang entrenched with a force of 50 men, but a train which arrived from Port Hope at noon brought in an army of 100 section-hands gathered up along the line. The engine was thereupon driven resolutely through the fence, and a melee ensued in which the railway forces were victorious.

This astonishing breach of the peace was afterwards investigated by Judge Molesworth. It was found that the land in dispute had been conveyed to the government Board of Works by William Purdy in 1843. It therefore formed no part of the Purdy estate taken over by Lang and the Lindsay Land Company in 1856, and belonged in 1877 neither to Fee nor to the railway but to the government.

George A. Cox Achieves Amalgamation.

In 1878, there were four independent railway companies operating in Victoria county. Within the space of three short years one man succeeded in promoting their consolidation into a single system.

This man was George A. Cox, a Peterborough insurance agent, who became president of the Midland Railway in the fall of 1878.

By July 1, 1879, he had made an arrangement between the Midland Railway and the Whitby-Lindsay Railway, by which the two roads pooled their resources and divided their gross earnings in the ratio of 79 to 21. In June 1881, a syndicate, headed by the Hon D. A. Molnnis, and John Proctor, of Hamilton, bought up a controlling interest in the Victoria Railway and George Laidlaw retired. Cox now became active again. He purchased the Toronto and Nipissing Railway in July, 1881, and succeeded by November 1881 in engineering a merger of the Midland, Whitby-Lindsay, Victoria and Toronto and Nipissing railways. The consolidated lines were to be known as the Midland Railway of Canada. The first train from Peterborough to Toronto, via Millbrook and Lorneville, passed over the new system on December 15, 1881, with a running time of three hours.

The sequel to this amalgamation came on January 1, 1884, when the Grand Trunk Railway leased the Midland Railway and Cox withdrew from railway affairs. It then transpired that the Grand Trunk already had a controlling interest of $4,316,920 in the Midland Railway capitalization of $6,600,000. Here were the backers for whom the versatile Cox had done his work so well and from whom, no doubt, he received suitable recognition. The Midland Railway was finally consolidated with the Grand Trunk by Act of Parliament in 1893.

As part of the consolidation of 1881, plans were laid for building short lines between Wick on the T. & N. R. and Manilla on the Whitby-Lindsay line and between Peterborough and Omemee and for the construction of a new bridge and station at Lindsay.

The Wick-Manilla line was seven miles in length and ran from Wick Junction, a mile north of Wick Station, to Manilla Junction, a third of a mile north of Manilla Station (now Cresswell.) The contract here was let in 1882 to George Wheeler, M.P. In July 1883, Wick station and Manilla station were abolished and the name "Wick Junction" were changed to "Blackwater Junction."

The Omemee-Peterborough line, known popularly as the "Missing Link," was begun in February 1882 under the contractorship of J. H. Beemer. The heaviest work lay in the bridging of two wide deep valleys at "Tully's" and "Doube's." The former required a trestle 700 feet long and 40 feet high, and the latter a trestle 1500 feet long and 79 feet high. Most of this trestle-work has since been filled in with ballast. On July 2, 1883, a small battle, involving stilettos and revolvers, took place at Sherin's Cut, two miles east of Omemee, between some Italians who had struck over an illegal reduction of wages and some Irish-Canadians who had kept on working. Many were wounded but none killed. The first train over the "Missing Link" was run on November 23, 1883, five days after standard time had been first adopted by the railways of Canada.

At Lindsay, a new entry, by means of a high level bridge just south of the line of Durham Street, was decided on. The steel superstructure was supplied by the Hamilton Bridge Works and consisted of a centre span, 84 feet long, and two end spans, each 44 feet long. The supporting piers of solid masonry, 47 feet in height, were built by Messrs. McNeely and Walters, of Lindsay. This bridge was replaced in 1901 by a through girder bridge. The old swing bridge across the Scugog at the head of Lindsay Street North was abolished and its centre pier removed from the river in May 1887 by Capt. George Crandell.

The old East Ward station was also discarded and a new station site chosen just south of Durham Street at William Street. The first new station, a diminutive structure, 27 feet by 60 feet, was built in September 1883 and burnt down on January 5, 1885. The present building was erected on the same site in October 1890.

During the eighties it was decided to make Lindsay the divisional point (as it is today) for the whole Midland system. The locomotive works which had formerly been located in Port Hope were therefore transferred to Lindsay. The first sod for the new buildings was turned by H. J. Rainsford on July 18, 1887.

Irondale, Bancroft, and Ottawa Ry.

A road which does not lie actually within the county but which is inseparably associated in thought with the Victoria Railway is the I. B. & O. (Irondale, Bancroft and Ottawa) Railway, known in early times as the "I O U", because of its financial trials. This railway strikes east from Kinmount Junction, on the Haliburton line, 2 3 miles north of Kinmount. A charter issued in 1880 granted permission to build west to Georgian Bay and east to Ottawa. The line was begun by Mr. Myles, of the Snowdon Iron Mine, extended by C. J. Pusey and L. B. Howland, and finally acquired by the C. N. R. in 1908. Constructional difficulties were enormous, traffic was scarce and money scarcer, and progress in building hardly averaged a mile a year. The first engine on the line was the "Mary Ann," a gentle creature, who whenever the rails gave out, would squat quietly down on the ballast without hurting a soul.

At the present day, the I. B. & O. has reached Bancroft on its way to Ottawa.

Hope Deferred Maketh Bobcaygeon Sick

The only important centre in the county which was not served by the consolidated Midland Railway system was the thriving village of Bobcaygeon, with its products of lumber, lime, and building stone.

Attempts were made by Peterborough promoters in 1874-78, and again in 1891, to finance a line from Peterboro to Bobcaygeon. Both attempts failed, although in the former case Bobcaygeon and Verulam each voted $20,000 in bonuses.

On March 26, 1890, a charter was granted to a Bobcaygeon, Lindsay, and Pontypool Railway Company, composed of Lindsay and Bobcaygeon business men. The company found construction beyond its means and accomplished nothing until 1903. An agreement was then entered into with the Canadian Pacific Railway whereby the latter agreed to back construction on the understanding that they were to receive a 99-year lease In this way the C P R got the road without the trouble of securing an extra charter and the directors of the B L & P R attained their objective ,the linking up of Bobcaygeon with the outside world The promoters of this project were H J Wickham, W T C Boyd, and Thomas Stewart

Surveys were made in May and June, 1903, and a line chosen from Burketon in Durham county, on the C P R through Lindsay to Bobcaygeon The Dominion government gave a bonus of $3200 per mile for the whole 33 miles of construction, and the Ontario government $3000 per mile for the 16 miles between Lindsay and Bobcaygeon The contract for building was let in July 1903 to E F Fauquier

Bitter opposition was given by the G T R The original plan had been to enter the town by a line half a mile east of the river, cross the G T R tracks on the level, and come in on a curve According to law it was permissable for a new road to cut across a single main line of rails but not a series of sidings The G T R therefore anticipated matters by laying down a series of extensive sidings (called the "Santiago Siding" in memory of the recent Spanish-American War) directly across the proposed route A changed survey now dipped down to river level and passed under the G T R high level bridge The G T R next tried to block the Bobcaygeon line from crossing the old track at King Street in the East Ward but was forced to give way by the Railway Committee of the federal Privy Council

In order to pass through Lindsay on the new level entire blocks in a thickly built up part of the East Ward had to be bought up and demolished Over forty residences with their outbuildings were wiped out, and their destruction produced a housing famine in the town The cost of a mile of railway in this part of Lindsay totalled over $150,000

The road was officially opened by H P Timmerman on July 28, 1904

A Line for Manitoba Wheat.

Scarcely had this Bobcaygeon spur been completed, when the C P R began to lay plans for the construction of a railway from Victoria Harbour, on Georgian Bay, to their main line, near Peterborough, so that the grain harvest of the western provinces might be handled with greater despatch Surveys were begun in the fall of 1905 under the direction of Mr Gourley, C E Seventeen different survey lines were run, and a route was finally chosen in 1906 Building was postponed ,however for another five years, because of the government's delay in dredging out Victoria Harbor sufficiently for the big grain vessels to moor alongside the elevators

The G T R prepared meanwhile to counteract this C P R venture by double-tracking the Midland Division from Midland to

Port Hope and improving grades all along the route A new entry into Lindsay from the northwest was built in 1906, thus eliminating the difficult grade on Victoria Avenue Further construction was prepared for in a leisurely fashion, but the enterprise was dropped when Chas M Hays perished in the Titanic disaster

The C P R began work in earnest in 1911 on its line from Port McNicholl on Victoria Harbour, to a point on the main line near Bethany, in Durham county (The junction here has been called Dranoel, i.e. Leonard, spelled backwards)

The general contract was awarded to the Toronto Construction Company, and the local sub-contracts to Johnston Bros (Lorneville to Cambray), Perry and Stewart (Cambray to Lindsay), and F R Wilford (southeast from Lindsay)

The last rail was laid on October 25, 1911 The total length of the line was 88 miles, and its maximum gradient four-tenths of one per cent

Recapitulation.

Brief summarizing may clarify our retrospect of Victoria's railways Three early roads were built to link up the trade of the Kawartha basin with the outside world, and a fourth sought to tap forest wealth and supposed agricultural resources in the granite hinterland of Haliburton These roads were amalgamated in 1881 and absorbed by the G T R In 1904, the C P R completed a short line as a trade outlet for Verulam and Bobcaygeon, and in 1911 built a cross-country grain portage line from Georgian Bay to their Toronto-Montreal trunk line

Chapter XI.

A Century of Politics

The sketch of a century's politics in Victoria county which is set forth hereafter has been confined to a bare outline of elections and governments. Material had been gathered for an analysis of the political issues which have been faced by electorates from 1821 to the present day, but such a discussion has been found too extensive to include in the present history of Victoria county.

It might be well, however, to note in passing that there have been real issues whose treatment and solution have underlain the political history of the century. There have been, are, and always will be vital problems connected with our national development, and it is the duty and purpose of governments to solve these problems in the best interests of the people. Canadian national life is the phenomenon of a complex of races developing in a new country under the directing influence of great geographical, economic, and sociological forces. Obstacles to prosperous development have arisen in all times through the ignorance or unscrupulous selfishness of men or governments or the operation of economic laws. When such problems do not receive wise adjustment, they persist, like infirmities in the body, to cause continual trouble. For instance, clergy reserves, seignorial tenure and speculators' land holdings were direct hindrances to settlement in early times and the country knew no peace until these burning questions were disposed of by the McNab-Morin government in 1854. So at all times it is the duty of every true citizen to give impartial study to the real issues which confront his country and to exercise the franchise accordingly.

There have been seasons, however, when the true problems of national development have been almost forgotten and elections have been decided on a very different basis. It is hard to escape the conclusion that in Canada our political predilections have been largely hereditary and based on race and religion. In Victoria County, Irish Protestants have been usually Conservative and Orangemen always so, while Scotchmen and Irish Catholics have been usually Liberal. Hence the type of man who cannot understand loyalty in a political opponent has for decades been conducting a miserable inquisition into the nationality and religious tenets of candidates and has been seeing religious hobgoblins peering from under political beds. Then, too, ignorant gullibility has all too often been plied with specious arguments. Personal loyalties have prevailed. Bribery has corrupted the weak. Party machines have controlled nominations and dominated elections. During the past twenty years, however, we have been moving away from such methods of deciding great issues. The rising generation is coming to think for itself, and the younger men of to-day have nothing but contempt for blind party allegiance.

In this emergence of thoughtful purpose in the people of Canada lies our greatest hope for the future. When a nation comes to know its own mind and to consider its problems on their own merits, a new day has surely dawned.

For the mind and will of the great centre of gravity of a democracy must count for something in determining its history. The late Professor Goldwin Smith argued forcefully that Canada's destiny lay in annexation by the United States. John S. Ewart, of Ottawa, claims today with equal vehemence that Canada is to be an independent nation. Both have been great thinkers but both have been blankly ignorant of the conscious will of the Canadian people. Hence both have been hopelessly wrong and have merely spun fine webs of thought in vacant lanes where no men passes.

The people of Canada are coming to realize that there are national problems transcending the importance of mean party politics, and both doctrinaire and professional politician will have to give weight in future to the deliberations and decisions of the people themselves, for by these decisions the future will be shaped.

The U. C. House of Assembly, 1821-41.

From 1821 to 1841 such of the modern Victorian townships as were then in existence formed part of Durham County, known also politically as the West Riding of Newcastle District. For this riding two representatives sat concurrently in the House of Assembly of Upper Canada. The following were the members elected during the period from the first settlement of Victoria up to 1841 :—1820-24, Samuel Street Wilmot; 1824-28, George Strange Boulton and Charles Fothergill; 1828-30, John David Smith and Charles Fothergill; 1830-34, George Strange Boulton and Jesse Ketchum; 1834-36, George Strange Boulton and John Brown; 1836-1841, George Strange Boulton and George Elliott.

It was during this period that the bilious ferment of Family Compact misrule came to its climax. The economic ills of the province suffered from the malpractice of an irresponsible government. The settlement of the land had been made well-nigh hopeless by grants to the church, to politicians and to politicians' friends. Redress seemed beyond hope and in 1837 a few of the reformers, headed by William Lyon McKenzie, entered on a rash, brief, pitiful little revolt. The British government at last realized that all was not well in Canada and sent out Lord Durham to investigate. The outcome was a monumental report on the grievances and problems of both Upper and Lower Canada. Durham recommended (1) that responsible government be granted to the colony as a cure for political abuses and (2) that the two provinces be united in the hope that mutual understanding might temper racial antagonism.

In surveying the events of this period it would not be wise to

brand the notorious leaders of either faction as deliberately evil. Most of their acts were probably performed in accordance with conscience. We need to learn that integrity of character may be accompanied by uncivilized prejudice and cruelty. Witness, for example, the almost unbelievable tyranny of bigoted righteousness in the case of Archdeacon Strachan, and the narrowness, bitterness and emotional violence of many of his followers. On the other hand, some men, even today, take a long time to realize that those who differ with the political party nominally in power are not necessarily traitors or rebels.

All the members for Durham County from 1821 to 1841 were supporters of the Family Compact. Perhaps the foremost of their unsuccessful opponents was Cheeseman Moe of Ops, a retired navel officer, who owned the northern one quarter of the modern townsite of Lindsay. Moe left for California by the overland route during the gold-rush of 1848. He was never heard of again and his land in Lindsay was sold for taxes.

Politics Following the Act of Union.

As a result of Lord Durham's report, the British parliament passed an Act in July 1849 uniting the two provinces. The first election was held the following spring.

The electors of Durham County voted at Newtonville in Clarke township. Representation had been cut down to one and the contest was between George Strange Boulton (Family Compact) and John Tucker Williams (Reformer). Boulton took every precaution to ensure his election. Temporary refreshment booths were set up and whole barrels of free whiskey stood on end with their heads knocked out. Axe handles were provided for the persuasion of those who refused to be mellowed. As voting was public and each man had to ascend a flight of steps to an open-air platform and verbally announce the name of the candidate whom he favored, the Compact had always won heretofore under such circumstances. On this occasion, however, the Scotch settlers of Eldon, who were nearly all ex-soldiers, marched to the polls in a body, dressed in navy blue and led by their pipers, and voted to a man against Boulton. When it was announced that Williams had been elected, there was a riot and a Reformer named John Marshall was clubbed to death.

During the first parliament in 1841, the townships now in South Victoria and South Peterborough were formed into the Colborne District and assigned one representative. In 1853 Victoria County was made a separate political riding, with one member, an arrangement which persisted until Confederation.

The promised principle of responsible government was soon to be rudely violated. Sir Charles Metcalfe, who became governor in 1843, refused to follow the advice of his ministers in the matter of appointments to public offices and actually conducted an election in person in 1844 in order to secure the arbitrary powers which he desired. Wholesale bribery, especially by grants of public lands, was used and he succeeded in getting a small majority in his favor. In the

Colborne District, however, his candidate, Colonel Baldwin, of Toronto, was defeated by George Barker Hall, a Peterborough lawyer, who ran for the Reform party.

The next governor was the Earl of Elgin, appointed in 1847. In December 1847 the Viger-Draper government, formed under Metcalfe, resigned and parliament was dissolved. In the elections of 1848 the Reformers swept the country, and formed a ministry under Robert Baldwin and Sir L. H. Lafontaine. Colborne District returned James Hall (Reformer), a Peterborough Scotchman, with a plurality of 81 votes over John Langton of Fenelon and Richard Birdsall of Asphodel.

The Earl of Elgin had married a daughter of Lord Durham and was very anxious to give Durham's report full application in colonial affairs. He therefore accepted fully the principle of responsible government and held it his duty to accede to the advice of the leaders of the party in power.

In 1849 a Rebellion Losses Bill was passed by the parliament, which then met in Montreal, giving compensation to all in Lower Canada (exclusive of convicted rebels) who had suffered losses in the revolt of 1837. When Elgin gave the Crown's assent to the bill, a mob of blackguards ,consisting of the so-called aristocracy of Anglo Saxon Montreal, assaulted Elgin with stones and rotten eggs, burnt down the parliament buildings, and looted Lafontaine's house. The governor persisted patiently in his chosen course however, and constitutional government emerged stronger than ever from this last outrageous assault on it by the survivors of the Family Compact party.

In 1851 another general election took place. The Reform party was again in the majority but Lafontaine and Baldwin retired from public life and their places were taken by A. N. Morin and Francis Hincks. In the United Counties of Peterborough and Victoria (as our riding then stood) John Langton of Fenelon township (Moderate Conservative) was elected by a majority of 70 over James Hall (Reformer), the former member.

Rise of Political Parties.

During the period from 1841 to 1855 the elements which make up our modern political parties may be seen in primitive form. For some time there were really five parties in the Assembly, as follows:—(1) a rabid remnant of Family Compact Tories, which burnt itself out in the outrages of 1849, (2) the moderate Conservative win and Lafontaine, (4) the "Clear Grit" Reform party of Upper Canada, and (5) its counter-part, the "Parti Rouge" of Lower Canada.

After an election in 1854 none of these parties had a majority in party, (3) a rather conservative Liberal party represented by Baldthe house and John A. Macdonald, a leading Conservative, was instrumental in bringing about a coalition between the Conservatives and the Conservative Liberals, thus forming the nucleus of what is still known as the Liberal-Conservative party. The "Clear Grits" and 'Parti Rouge' were more or less thrown together in the opposition and are the direct ancestors of the straight Liberal party.

Victoria county had been made a separate riding in 1853, and in the election of 1854 returned James Smith (Reformer), a Port Hope barrister, by a heavy majority over Mossom Boyd, (Conservative), the Bobcaygeon lumbermen. Smith supported the coalition already referred to and gave such offense to his constituents by so doing that he had to retire from political life.

In the next election, held in 1857, there were actually four candidates in Victoria: A. A. McLaughlin (Liberal) of Mariposa, Samuel Davidson (Liberal) of Mariposa, Robert Lang of Lindsay, and John Cameron (Conservative) a Toronto banker. The latter was elected.

In 1861 James W. Dunsford (Liberal) of Verulam defeated John Cameron. Dunsford was again successful in 1863, when his opponent was the Hon. Sydney Smith (Conservative) of Cobourg.

Circumstances Leading to Confederation.

It had become fairly clear by this time that the legislative union of provinces established in 1840 could not last much longer. It was evident that the affairs of two peoples differing so widely could not be efficiently managed by one set of ministers and a single legislature. The bond was too rigid to be natural.

At last, in 1864, the machinery of the Constitution came to a deadlock. Four ministries had been overturned in the course of three years. Neither party could secure more than a nominal and quite unreliable majority of one or two votes.

The leaders from both provinces had too much sense to demand absolute separation. Union was imperative, not only to give sufficient force for the development of the country, but also to consolidate the country against dangers from without.

A new kind of union, therefore, had somehow to be secured. In 1860, the Ontario Liberal leader, George Brown, had asked the Assembly to declare for "the formation of two or more local governments, to which should be committed all matters of a sectional character, and the erection of some joint authority to dispose of the affairs common to all." The idea was rejected then but its time was to come. In 1864 Brown consented to join forces even with John A. Macdonald, to whom he was particularly opposed, to set up a federal system, including the Maritime Provinces.

The Legislatures of Nova Scotia and New Brunswick, as well as that of Upper and Lower Canada, agreed to the scheme drawn up by their delegates and most willingly adopted at their request by the Imperial Parliament; and so, on July 1, 1867, the Dominion of Canada came into being.

Basis of Confederation.

The statutory authority for this union was the British North

America Act. For the Dominion as a whole, the government was to consist of a governor-general, a senate of 72 appointed senators, and an elective House of Commons in which Quebec was to be represented by 65 members and the other provinces according to population on a relative basis. The dominant party in the House of Commons was to select certain of its members, subject to the nominal approval of the governor-general, to act as a cabinet or privy council and nominally to direct the various departments of the civil service. The legislative powers of the federal government embraced, among other things, the postal service, the census, regulation of trade and commerce, customs duties, militia and defence, navigation, railways, currency, banks, negotiable paper, patents, copyrights, Indian affairs, immigration, and criminal law.

The four provinces, Ontario (formerly Upper Canada), Quebec (formerly Lower Canada), New Brunswick, and Nova Scotia, each had separate provincial governments for the administration of local affairs. In Ontario this government consisted of a lieutenant-governor and an elective legislative assembly of 82 members. The jurisdiction of the provincial government included education, public lands and timber, municipal institutions, the solemnization of marriage, liquor licenses, and prisons and hospitals in and for the province.

Victoria County Federal Politics.

By this same Act, Victoria County was divided into two ridings, South Victoria consisting of the townships of Ops, Mariposa, Emily, and Verulam and the town of Lindsay, and North Victoria, consisting of all the townships lying to the north.

From 1867 to 1874 the Dominion government was dominated by the Liberal Conservative party under the Rt. Hon. John A. Macdonald. Victoria county was, however, in the opposition for part of this time. In the election of 1867 John Morrison (Liberal) of Woodville defeated John Cameron (Conservative) of Toronto, in North Victoria, and in South Victoria George Kempt (Liberal) of Lindsay defeated Hector Cameron, Q. C., (Conservative) of Toronto.

The next election, in 1872, saw a complete turn-over. In North Victoria Joseph Staples (Conservative) of Bexley defeated the former member, and in South Victoria George Dormer (Conservative), a Lindsay barrister, defeated John McLennan, a merchant of the same town.

In 1873 it was proven that the Canadian Pacific Railway, then recently incorporated, had made very large cash contributions to the Conservative election campaign funds. This disclosure wrecked the party for the time being. In the election which followed, a Liberal government under the Hon. Alexander Mackenzie was returned with a large majority. Victoria stayed Conservative, however. In the north riding Hector Cameron, Q. C., (Conservative) won out from James McLennan, Q. C. (Liberal), and in the south riding Arthur McQuade (Conservative) of Emily vanquished John McLennan (Liberal) of Lindsay.

Under the Mackenzie administration, voting by ballot was introduced in 1874, the Supreme Court of Canada was established in 1875, and the Scott Act was passed in 1878

On September 17, 1878, the Conservatives under Macdonald were returned to power on the strength of their "National Policy" of high customs duties to protect home industries In Victoria county the same members, Hector Cameron and Arthur McQuade were returned, Their opponents were James McLennan and John Connolly respectively

The Conservatives now remained in power until 1896 The opposition was led by the Hon Edward Blake from 1880 to 1887 and from 1887 to 1896 by the Hon Wilfrid Laurier

In June 1882, Hector Cameron was again elected for North Victoria, with a majority of 290 over George Keith (Liberal), and John R Dundas (Conservative) had a majority of 61 in South Victoria over William Needler

The next election, in February 1887 saw a change Cameron had been found guilty of boodling and had been denounced in the previous parliament by members of his own party There was therefore little surprise when he was routed in North Victoria by John A Barron of Lindsay In South Victoria, Adam Hudspeth Q C, (Conservative) of Lindsay won a majority of 47 over William Lownsbrough, a Mariposa farmer Hudspeth was unseated but was re-elected by a majority of 54

March 5, 1891 was the next day of contest On this occasion, John A Barron (Liberal) had a majority of 244 over Sam Hughes (Conservative) in North Victoria and Charles W Fairbairn (Conservative) received a majority of 14 over Thos Walters (Liberal) in South Victoria Both of the members-elect were unseated While Fairbairn, however, was re-elected by 228 majority, Barron lost to Hughes by a majority of 239

Sir John A Macdonald died in 1891 and the Conservative party ran into troubled waters under his successors Abbot, Thompson and Tupper Finally, in 1896 the Liberals under Sir Wilfrid Laurier swept the country and set up an administration that was to last until 1911

At this time George McHugh (Liberal) carried South Victoria with a majority of 82 over Dr A E Vrooman (Conservative) In North Victoria, however, Sam Hughes (Conservative) was again elected with a majority of 251 over R J McLaughlin (Liberal)

The county turned entirely blue again in 1900 Dr Vrooman was then elected with a majority of 218 over his old antagonist George McHugh ,and Sam Hughes appeared again for North Victoria, with a majority of 108 over Dr John McKay of Woodville

A Representation Act, passed in 1903, abolished the old political ridings and constituted a single new riding, consisting of all of Victoria and Haliburton The member for the riding from that time down to the present has been Sir Sam Hughes He has defeated R J McLaughlin, K C of Lindsay in 1904, Dr Archibald Wilson of Fenelon

Falls in 1908, James B Begg of Lindsay in 1911, and George D Isaac of Rosedale in 1917

In 1911 a Conservative government under Sir Robert Borden came into power and Sir Sam Hughes was made Minister of Militia and Defence. In 1917 a Coalition government was formed for the duration of the war in order to guarantee certain war measures Since the close of the war, control has passed into the hands of the "National, Liberal, and Conservative Party" under the Rt Hon Arthur Meighen

Victoria County Provincial Politics.

The first provincial government was formed on coalition lines in 1867 by John Sandfield Macdonald In the north riding of Victoria A P Cockburn (Liberal) a Kirkfield lumberman, had defeated Joseph Staples (Conservative) of Bexley, and in South Victoria Thomas Matchett (Conservative) of Omemee had been elected by acclamation

In 1871, the province was swept by a reorganized Liberal party, which held power from 1871 to 1905 and on the whole worthily Under Sir Oliver Mowat, premier from 1872 to 1896, the government though strongly partisan was thrifty and honest Mowat won his greatest fame in vindicating provincial rights against the presumptions of the federal government, especially in the cases of the boundary between Ontario and Manitoba and of the control of streams and crown lands

The election of 1871 returned Duncan McRae (Conservative) of Bolsover for North Victoria and S C Wood (Liberal), then county clerk and treasurer, for South Victoria Their defeated opponents were Dalton Ullyott a Fenelon Falls lumberman and Thomas Matchett, the late member, respectively

In 1875 McRae first lost to J D Smith (Liberal) of Fenelon Falls. The latter withdrew on the filing of a petition, and McRae won out from Dr Grant (Liberal) of Woodville The south riding returned S C Wood (Liberal) over Wm Cottingham (Conservative) of Omemee In the following year Wood was made Provincial Treasurer, and in the bye-election necessary to confirm this cabinet appointment defeated Adam Hudspeth, a Lindsay barrister

The election of 1879 brought in S S Peck (Liberal) of Minden, stipendiary magistrate for Haliburton county, as member for North Victoria His opponent was John Fell of Somerville township In South Victoria the Hon S C Wood maintained his position against W L Russell (Conservative) of Lindsay then Warden of the county Wood retired from political life in December 1882

In 1883 John Fell (Conservative) defeated S S Peck in North Victoria, and D J McIntyre (Liberal) of Lindsay won from C W Fairbairn (Conservative) in South Victoria

During the next session, McIntyre tried to make his position permanently certain by having the ridings gerrymandered into "East Victoria" and "West Victoria" and including in the latter the Liberal townships of Ops, Mariposa, Eldon, Carden, and Dalton. His scheme met with poetic justice in the election of 1886. The Liberal majority in Mariposa, for instance, dropped from 400 to 8, and worse things happened in the other townships. John Cruess (Conservative) was elected, and McIntyre withdrew permanently from political life. In East Victoria John Fell was returned with an increased majority. The ridings remained as reconstituted until 1915, when they again became North and South Victoria as of old. The blow to Liberal prestige was permanent, for during the 35 years since the gerrymander only one Liberal has been elected by this county to the provincial house.

In June 1890 John Fell (Conservative) was sustained in East Victoria, but John Cruess was vanquished by Dr John McKay (Liberal) of Woodville.

In 1894 the Patrons of Industry, a farmers' political organization, placed John Campbell in the field in West Victoria (where Dr McKay was running for the Liberals and Robert Bryans for the Conservatives) and William Thurston in the field in East Victoria against J. H. Carnegie (Conservative). In West Victoria, Campbell lost his deposit and McKay had a majority of 470 over Bryans. East Victoria gave Carnegie a majority of 273 over Thurston. In the province as a whole the Patrons of Industry elected 11 members out of a total of 93. The movement suffered from its leaders' refusal to broaden out and came to an abrupt end.

Samuel J. Fox (Conservative) of Ops defeated Dr. McKay in West Victoria in 1898 and held his own against Newton Smale in 1902 and against Thomas Stewart in 1905. John H. Carnegie (Conservative) had like success in East Victoria, his adversaries being John Austin in 1898, L. F. Heyd in 1902, and John Austin again in 1905.

Meanwhile, under Mowat's successors, "the barnacles that always attach to a party long in power became unpleasantly conspicuous," and in January 1905 the Conservatives under James P. Whitney came into power with a majority of forty members. After the death of Whitney, the Hon. Wm. H. Hearst became party leader in 1914.

In the election of 1908, Samuel Fox (Conservative) won from Thomas Stewart of Lindsay by 98 votes in West Victoria, and in East Victoria J. H. Carnegie was elected by acclamation. Before the next election Carnegie had retired from politics and Fox had died (July 3, 1911).

Dr. A. E. Vrooman (Conservative) carried West Victoria in 1911 with a majority of 104 over C. E. Weeks (Liberal). Dr. R. M. Mason (Conservative) of Fenelon Falls was returned by acclamation for East Victoria.

In 1914 the ridings once more became North Victoria and South Victoria. Dr. R. M. Mason (Conservative) vanquished Thomas Hodgson (Liberal) by 483 votes in the former constituency, while John Carew (Conservative) won out from A. M. Fulton (Liberal) in the latter by a majority of 545.

In October 1919, a new agrarian party, the United Farmers of Ontario, assumed control of Ontario politics In South Victoria Frederick G Sandy (U F O) had a majority of 1349 over Dr John W. Wood (Conservative), and in North Victoria the Rev Edgar Watson (U F O) of Fenelon Falls defeated Dr Mason (Conservative), the late member, by 918 votes

Senators From Victoria.

In the Dominion Senate formed at Confederation Victoria county was represented by the Hon John Simpson, father of Dr J Simpson of Lindsay Senator Simpson had previously been elected twice to the Legislative Council of Canada from Newcastle District and when the Senate was constituted in 1867 he was appointed as one of its charter members He died soon afterwards, however, and Victoria was without representation in the Upper House until February 1892 when John Dobson of Lindsay was appointed George McHugh of Lindsay joined him in the Senate in 1901 Senator Dobson died in 1907, but Senator McHugh is still active

Chapter XII.

A Schoolhouse Revolution.

It is impossible to understand the development of schools in Victoria County without some knowledge of the evolution of the school system of Ontario as a whole. A brief history of education in Ontario therefore follows as an introduction to the record of our county schools. For the convenience, however, of those who are not interested in systems and developments, this chapter has been divided into two parts, (A) and (B). By skipping the general history in (A), one may pass directly to the more intimate annals of the county's schools in (B).

(A) General History of Education in Ontario.

It may well be pointed out here that the educational system of Ontario is divided into three stages—elementary or Public Schools, secondary schools and universities, each with definite limits and distinct functions. As only elementary and secondary schools have grown up in this county, the history of the universities will be passed over lightly.

Administration of School System.

The past administration of the educational system of Ontario falls into two main periods—a bureaucratic period, from 1823 to 1875, and a period of administration by responsible ministers, from 1876 down to the present.

In 1823, a General Board of Education for Upper Canada was established with the Rev. Dr. John Strachan as Chairman. This Board was too busy with clerical plotting to accomplish much for the benefit of the province, and ultimately disappeared.

On October 18, 1844, Sir Charles Metcalfe appointed the Rev. Egerton Ryerson as Assistant (and later Chief) Superintendent of Education for Upper Canada. An Act in 1846 provided for a General Board of Education (consisting of Ryerson and six other members appointed by the governor-general) and a Council of Public Instruction to look after the Normal School. These two bodies were amalgamated in 1850 as the Council of Public Instruction. Ryerson was the real administrator of education in the province until 1875, when he resigned.

In 1876, non-responsible paternalism ended and a Department of Education, with the Hon. Adam Crooks as responsible Minister, was formed. Subsequent Ministers of Education have been the Hon. G. W. Ross (1883-1899), the Hon. Richard Harcourt (1899-1904), the Hon. Dr. R. A. Pyne (1905-1918), the Hon. Dr. Cody (1918-1919), and the Hon. R. H. Grant (appointed 1919.)

In the reconstruction of 1876, the Council of Public Instruction was replaced by a Committee of the Executive Council, which really functioned in a Central Committee of Examiners consisting of Professor George Paxton Young of Toronto University (as Chairman), the three High School Inspectors (J. A. McLellan, J. M. Buchan, and S. A. Marling), and four Public School Inspectors (J. C. Glashan, J. J. Tilley, G. W. Ross, and J. L. Hughes). The Central Committee of Examiners was succeeded in 1890 by a "Joint Board" of eight members, half of whom were appointed by the University of Toronto and half by the Department of Education. In 1896, this Joint Board became the Educational Council, consisting of nine university representatives, one High School representative, and one representative of the Public School Inspectors. The Conservative government of 1905 changed this body into an Advisory Council of Education comprising twenty members, who represented all branches of the educational service. In 1906, as the new Minister was a physician and not an educationalist, the old office of Superintendent of Education was revived and John Seath, B.A., then junior High School Inspector, was appointed to the office. Seath was virtual dictator in the Department until his death in 1919. The Advisory Council was abolished in 1915 and no similar body created. No successor to Seath has as yet been appointed.

Public School System Develops.

The beginnings of our present elementary school system are to be found in a Parish or Common Schools Act passed in 1816 by the Assembly of Upper Canada. By this Act the people of any village, town, or township might establish a Common School by building a school-house, furnishing at least twenty pupils, and electing three trustees. At the same time a District Board of Education of five members was appointed in each District by the governor for the purpose of superintending the Common Schools, distributing the annual government grant among the teachers, and making an annual report to the governor. There was to be a permanent yearly grant to each District of $1000 for salaries and $600 for books, the balance of the cost of school maintenance had to be made up by local subscription.

No advance on this legislation was made for over a quarter of a century. Strachan, who dominated the situation, did not believe in education except for the sons of the Family Compact Anglicans. The school-houses were log shacks without blackboards, maps, or adequate text-books. Salaries were so small that boards often could hire only common idlers, impecunious vagabonds, or disabled and ignorant veterans. In 1841 there were 800 Common Schools in the province, serving about one in eighteen of the population. Not one teacher in ten was fully qualified. There was no efficient supervision and no way of enforcing improvements. Worst of all, few people had

any interest in education or any appreciation of its worth.

With the union of the provinces in 1841 a great change began. The Municipal Act of that same year supplied local machinery working in harmony with a central government. School Acts were passed in 1841 and 1843, but were poorly drafted and did not work well. In 1844, the Rev. Egerton Ryerson, head of Victoria University, Cobourg, was appointed Superintendent of Education for Upper Canada. After a year of foreign travel and investigation Ryerson prepared the Common School Act of 1846. His aim was to supply training for the unqualified teachers of the province and then through the leverage of the government grant to compel Districts and school sections to employ qualified teachers, to pay more adequate salaries, to use authorized text-books, and to provide proper buildings and equipment. The Act therefore provided for a Normal School and a Model School, situated in Toronto, at which teachers could secure technical training, and for a Superintendent of Schools in each Municipal District, who should examine every school at least once a year and report on its eligibility for the government grant.

The Normal School was opened in 1848 under the principalship of Thomas Jaffray Robertson. Up until 1871, teachers' certificates valid only in the county where granted, were issued by County Boards of Education. The Normal School began to issue general certificates in 1852. At last, in 1871, it was enacted that only the Normal School could grant first and second class certificates and that all that County Boards could bestow was a three-year third-class certificate to those who had passed a definite Departmental examination. A tremendous change had thus been brought about. In 1844, Ryerson had found all schools taught by teachers without certificates and without profession training. By 1875, every teacher in the province was certificated under Government examinations and a great many of them had been trained at Normal School. This end had not, however, been attained without many pitched battles with the friends of incompetent teachers and with trustees who wanted cheap teachers regardless of qualifications. Additional Normal Schools have since been established at Ottawa in 1875, at London in 1900, at Hamilton, Stratford, and Peterborough in 1908, and at North Bay in 1909. A system of County Model Schools was set up in 1877 but had practically disappeared by 1907.

In 1850, Ryerson passed a second Common School Act, which has often been called "The Charter of the Ontario School System." This Act permitted the levying of school taxes on all property and not simply on the parents of school-children, as had been done before, and the admission of all children free of charge. This ran sectarian schools practically out of business, for the denominational school, even though partially parasitic on government aid, was unable to compete with the free school. The Act was thus a death-blow to the efforts of busy clergymen to get education into their own hands and to train up the youth of the country in an atmosphere of prejudice. The Act also made Trustee Boards corporate bodies with full power to levy taxes and to manage schools, subject to governmental regulations

By another Act, passed in 1871, the principle of free schools and general taxation for school purposes, made permissable in 1850, became compulsory As a natural corollary, attendance became compulsory as well for all children between the ages of eight and fourteen Common Schools were renamed Public Schools County Inspectors of Public Schools who had to be qualified teachers with long and successful teaching experience, were appointed Teachers were to make small payments towards a superannuation fund This most vital scheme had been set going on an optional basis by Ryerson in 1854 It was abolished by the Mowat government in 1885 and was revived again April 1, 1917 All conscientious teachers are now giving it their full support

During the past fifty years, while no great change has been made in the administration of the Public School System, many changes have been gradually worked into the curriculum

Kindergartens were begun in 1882 and officially recognized by 1885 Since 1914, this work has received fresh impetus with the formation of a new Public School department, known as the Kindergarten Primary

The study of Agriculture was mooted as early as 1871 but nothing effective was done until 1907 when a system was worked out whereby graduates of the Ontario Agricultural College were appointed as County Agricultural Representatives and included school instruction in Agriculture among their duties In 1918 such instruction was being carried on in 1020 Public and Separate Schools

Domestic Science for girls and Manual Training for boys were introduced in 1900, the former by a Mrs Hoodless and the latter by Wm McDonald of Montreal assisted by A H Leake In 1918 Domestic Science was being taught in 85 centres and Manual Training in 93 centres

A system of Continuation Classes was originated in 1896, whereby pupils could receive, while still in Public School, advanced instruction similar to that of junior High School classes In 1918 there were 137 of these Continuation Classes, with an enrolment of 5104 pupils

Development of Secondary Schools

The antecedents of our High School system go farther back into the past than do those of our elementary schools In 1798 some 549,217 acres of land were set aside to support free Grammar Schools and a University An Act passed in 1807, made an annual grant of £100 to one Grammar School in each of the eight municipal Districts then established These Grammar Schools were supposed to be classical seminaries after the model of the great English Public Schools In practice, they were taught and controlled by Anglican clergymen and reserved for the children of the Family Compact oligarchy

So incompetent did these schools become that in 1829 a Select

Committee on Education, appointed by the Assembly, recommended their abolition. They were, however, maintained by the influence of the Compact, and in 1830 their revenue and management was placed under the Council of King's College, an Anglican University whose charter had been secured in 1828 by Dr. Strachan.

No control of Grammar Schools was given Ryerson on his appointment as Superintendent in 1844. He succeeded, however, in having investigation made. It was found that in 1849 forty Grammar Schools had only eight matriculants altogether. Most of them were doing Common School work and doing it poorly.

A Grammar School Act which became law on January 1, 1854, made secondary schools part of the provincial system. Grammar School Trustee Boards, with power to levy rates, were to be appointed by County Councils. Legislative grants, though generous, were to be made only when balanced by local taxation. Strict supervision was to be conducted by Grammar School Inspectors appointed by the Council of Public Instruction.

Four years later Ryerson founded a Model Grammar School at Toronto for the professional training of Grammar School teachers. This school was closed in 1863 and all such instruction given in the Normal Schools until 1885, when Training Institutes were set up in connection with the Collegiate Institutes at Hamilton and Kingston. In 1891, the Training Institutes were replaced by the Ontario School of Pedagogy, established at Toronto with James A. McLellan as principal. In 1896, this was affiliated with Hamilton Collegiate Institute as the Ontario Normal College. In 1907 Faculties of Education at Toronto University and Queen's University took up the work. And in 1920, these Faculties of Education were centralized at Toronto as the Ontario College of Education.

Ryerson drafted a second Grammar School Act in 1865. It was now necessary for headmasters of Grammar Schools to be graduates of universities in the British dominions. Half the Grammar School trustees were to be appointed by the council of the town or village where the school was situated. And the government grant was based on the number of pupils studying Latin or Greek. As a result, almost all the students in each locality, boys and girls, fit and unfit, were thrust into the Grammar School and set at Latin so as to secure a large government grant. The result was widespread demoralization of the school system.

George Paxton Young, one of the Grammar School Inspectors, diagnosed the case and prescribed the remedy in a High Schools Act which was passed in 1871. By this Act the term "Grammar School" was abolished and the name "High School" (borrowed from the United States) was substituted. The classical obsessions of the past were disregarded and provision made for training in advanced English, natural science, and commercial subjects. Languages became optional only. A departmental examination was also prescribed for all seeking admittance to High Schools. This examination, which still persists, was superlatively sensible in that it shut out all unfit pupils and gave the High Schools a distinct status in the educational system. Considerable agitation against the Entrance examinations has been carried on in recent years but such efforts have been confined to doctrinaires, politicians, incompetent Public School teachers, and the zealous parents of stupid or lazy children. In cities like Toronto, where Public School staffs are comparatively permanent and inspection is incessant, promotion to High Schools on teachers' recommendations is perhaps feasible, but outside of urban centres the abolition of the Entrance Examination would soon demoralize our secondary schools.

The Act of 1871 also made provision for a superior class of High School, to be known as "Collegiate Institutes." The chief differences from High Schools lay in a higher standard of equipment and in "specialist" qualifications for teachers at the head of departments.

During the fifty years which followed, the outstanding phenomenon in secondary education in Ontario was the way in which the Universities and Normal Schools dominated and encroached upon the High Schools.

The earliest universities in the province were King's College (chartered 1828), Queen's College (chartered 1839), and Victoria College (chartered 1841). Many other colleges followed in the course of time, but all except three (Queen's, McMaster, and Western) have been affiliated with Toronto University under a federation scheme worked out in 1887.

For half a century, the courses of study in our High Schools have been almost wholly determined by the requirements laid down by the universities for matriculation into courses towards the professions and by the departmental requirements for entrance into Normal Schools and the teaching profession. No provision was made to meet the real needs of the great number of students who did not go beyond High School. For girls especially, the usual consummation of whose career is homemaking and not the sterility of a profession, such a system was almost criminal in its insistence on useless subjects and its omission of training for domesticity.

Another weakness in provincial education was the way in which a bureaucratic Education Department, in its passion for uniformity regardless of local needs, keep promulgating an everlasting series of elaborately detailed syllabi for the guidance of teachers of all grades down to the most obvious and trivial detail. The Department was apparently loath to credit any teacher with the administrative intelligence of an anthropoid ape.

A transformation was foreshadowed by the appointment in 1920 of a representative Committee to examine the secondary school system of Ontario and report on necessary or desirable changes in organization.

The report of this Committee is to take effect in September 1921, and will inaugurate many drastic changes. The secondary schools will now provide a five-year course consisting of a Lower School course of two years, a Middle School course of two years, and an Upper

School course of one year The study of English is compulsory throughout every year and the study of Canadian History and Civics, Physiography, Algebra, and Geometry each obligatory in the Lower School for one year only All other subjects are optional, but at least three and not more than five are to be taken each year Options are to be decided by the Principal and not by the student Provision is made for the study of Agriculture, Household Science, Manual Training or indeed and subject whatsoever which the Principal and School Board may decide is desirable in the locality Pupils who do not wish to go beyond the High School may secure a Graduation Diploma by passing on 12 subjects, at least 6 of which are in the Middle School In all examinations pupils will be credited with every paper on which they obtain 50% The changes in the system are far reaching and will require at least two years for proper assimilation by our schools

Further drastic changes affecting both Public and High Schools will be made by a recent Adolescent School Attendance Act, which is supposed to take effect this September, more particularly in urban centres This measure is modelled after the Fisher Bill in England and provides that every adolescent between 14 and 16 years of age, with certain qualified exceptions, must attend school full time each year. Moreover, those between 16 and 18 who have not put in full time up to the age of 16 must take part-time instruction of at least 320 hours each year. It will be vital, in the operation of this scheme, that such extra training shall be preparation for practical life and not a mere grind in an academic treadmill Special provision must also be made for the very bright child and the very dull child In most Public Schools at the present day, a downright crime is being committed against very intelligent children by holding them back to the pace of the average child and keeping them for the full term in each of an unreasonable number of class subdivisions On the other hand, most backward students have actual physical or mental defects or deficiencies and require individual examination and special instruction

Libraries and Technical Education.

Public libraries and industrial training are also integral parts of Ontario's educational system.

As early as 1835, we find the government giving grants to Mechanics' Institutes at Toronto and Kingston These Institutes aimed at providing class instruction adapted to the wants and circumstances of workingmen and at furnishing a reading room as supplementary to such instruction. In 1851, an Act was passed for the better management of Mechanics' Institutes and Library Associations, and in 1857 a Board of Arts and Manufacturers was incorporated to promote their growth In 1868, after Confederation, the Board of Arts and Manufacturers was abolished and the Mechanics Institutes placed under the Department of the Commissioner of Agriculture for Ontario Provision was made in 1872 for a semi-annual inspection of Mechanics' Institutes by County School Inspectors, and in 1880 they were placed under the Minister of Education and incorporated into the provincial educational system A Free Libraries Act, passed in 1882 ,then permitted Mechanics' institutes to become free libraries, supported by a maximum tax of half a mill levied on the municipality, and in 1895 the official name was changed to "Public Library" Great financial assistance was given to most of the provincial libraries by the late Andrew Carnegie the Scotch-American millionaire Supervisory control, however, has remained vested in the Education Department An important revision of the Public Libraries Act in 1920 granted libraries the support of a municipal per capita tax of fifty cents

The industrial class instruction of the old Mechanics' Institutes has largely disappeared from the modern Public Library and has been otherwise provided for In 1909 a Technical and Art School was opened at Hamilton and in 1910 a large Technical High School began operations in Toronto, In the following year the Minister of Education established a sub-department known as the Department of Industrial and Technical Education, with Dr F W Merchant as Director Great progress has since been made and in 1920 there were 12 industrial day schools with 177 teachers and 4730 pupils and 48 industrial night schools with 346 teachers and 26,527 pupils

(B) Elementary Schools in Victoria.

Only a few primitive schools grew up in Victoria county in the ill-regulated period prior to Ryerson's appointment as Provincial Superintendent of schools

In Emily, the first school was at Omemee James Laidley and Captain Matthew Handcock were early teachers The first school in Ops was the modern school section No 9, long known as the "McNeely school" The first teacher here was Wm P McGrane, who came in from Cavan township in 1825 He taught at first in his own log home and then in a log school on the farm of Charles Cornell The "Walker school," at the junction of the Mt Horeb and Omemee roads, was also very early The teacher here was Thomas Kent In Mariposa, the first schools were at Oakwood and at Taylor's Corners In Eldon the first teachers were Angus Ray, in a house on the Thorah side of the town-line, Lachlan Campbell, on Concession III, and John Groogan, on Concession VI The first school in Verulam was taught by John Taylor in a log cabin on Bobcaygeon Island

Under the Common School Act of 1843, Rev Elias Burnham of Peterborough was appointed Superintendent of Schools for the Colborne District, a position which he held till 1850 His salary was at first £25 per annum, and was later raised to £50, a sum which was supposed to cover travelling expenses which far exceeded his stipend Had he not possessed private means he could never have carried on as he did at a dead loss for seven years of unremitting toil His report for 1844 records a great deficiency of school-books, due to the poverty or indifference of parents A fair number of children could read and write, but neither grammar nor history was taught and geography was rare

Thomas Benson succeeded Burnham in 1851 at a salary of £130 per annum. He resigned at the end of the year and his letter of resignation quoted hereinafter in part, is an eloquent commentary on conditions at that time — The first and most powerful motive which impels me to decline a reappointment to the office of superintendent of schools is the conviction that the amount of labor which the faithful discharge of its duties would entail upon the incumbent is more than any one person could possibly endure. The distance which must be travelled over to complete one visit to each school section in this county would appear totally incredible to anyone who had not taken some pains to reckon up the numerous journeys. It occasions, one visit could not be nearly accomplished in a quarter of the year at an average rate of travelling of twenty miles a day. This rate, considering the state of most of the roads and the time which must be spent in properly examining a school, is greater than could possibly be maintained for a whole year. . . . Then upwards of six hundred communications have been received and nearly five hundred despatched. The operation of a law but newly introduced entailed upon me the preparation of opinions and decisions which not infrequently required days of careful research, and much labor in furnishing numerous copies. (All this having to be done personally and in pen and ink.) I do not exaggerate when I state that the office work alone of my situation has consumed more time and required more anxious exertion than is devoted to some of the best paid offices in the country. I find that my health is not equal to the task this office imposes. Frequent night journeys and change of quarters brought on a fit of illness which kept me from the performance of my duties for several weeks, every attempt to resume my journeys bringing on a relapse. Moreover my personal expenses for the year, including travelling expenses, repairs, postage, and loss in value of a horse worn down, have amounted to about seventy pounds, leaving only sixty pounds as compensation for services which occupied the whole of my time, to the exclusion of all other sources of income."

Benson, whose son was later Judge Benson, of Port Hope, was one of the outstanding Canadians of his generation. He was killed in the great railroad disaster at the Desjardines Canal in 1857.

After his retirement in 1852, a system of Local or Township Superintendents was set up. By 1857, nine men (five in Victoria county and four in Peterborough) were carrying out the duties which he had borne alone.

In 1857, Local Superintendents in Victoria were as follows:—Rev. Wm. Briden, Omemee, supervising Emily, with 14 schools; A. Lacourse, Lindsay, supervising Ops, with 10 schools; W. H. McLauchlin, Oakwood, supervising Mariposa, with 20 schools; Peter H. Clark, M.D., Woodville, supervising Eldon, with 6 schools; Rev. Daniel Wright, Fenelon Falls, supervising Fenelon, Verulam, Somerville, and Bexley, with 10 schools. Some 4022 children were attending school, of whom 2177 were boys and 1848 girls. Of the 47 schoolhouses 35 were log, 11 frame, and 1 brick. Some 39 schools were free, and 16 partly free. All the teachers held qualifying certificates. The average length of the school term was 11 months, 26 days. There had been 422 visits made during the year, chiefly by trustees and clergymen. No common school in the county was teaching Canadian history, but 12 were giving instruction in algebra and 7 in geometry.

In Lindsay, the first school had been begun about 1841 in a frame building which still stands at 23 Wellington Street. It was used as a school during the week and as a Methodist church on Sundays. In 1853 a frame school was built on the northwest corner of Kent and Albert streets.

Four years later, Roman Catholic Separate School classes were begun by John O'Donnell in the log church on the southwest corner of Lindsay and Russell streets. The attendance in 1857 was 114 and the teacher's salary £100. O'Donnell's immediate successors were Michael O'Neill (1858-60), John Murray (1860-61), John O'Brien (1861-62) and John Sweeney (1862-64). In 1868, the present white brick building was erected on the same lot as the log church. At the present day, there is a staff of three teachers with a registration of 154 boys. Roman Catholic girls to the number of 160 are given instruction in St. Joseph's Academy, Lindsay.

The frame Common School building in Lindsay was replaced in 1868 by a red brick Union School building, demolished in July 1921. This mangled adaptation of a mediaeval abbey was built with six class-rooms and projecting bricks on either side of the building outside for convenience in making additions. About 1870, the bricks on the west side were utilized by putting on a two-room addition. No use was ever made of those on the east side, for a policy of building extra ward schools was entered upon instead. At the present day Lindsay has four splendid Public School buildings, all comparatively new: the Victoria School in the East Ward, the King Albert School in the South Ward, the Alexandra School in the North Ward, and the Central School on the old site on the northwest corner of Kent and Albert streets. The registration in these schools last year was 1217, and the expenditure for maintenance $34,327.29.

In the county as a whole, the School Act of 1871 established two inspectorates, East Victoria and West Victoria. The inspectors then appointed were J. H. Knight and Henry Reazin respectively. Their successors in more recent times have been G. E. Broderick and W. H. Stevens, B.A., respectively.

In 1877, there were 135 schools in the county, of which 53 were brick, 41 frame and 41 log structures.

In 1929, there were only 103 rural schools but 74 were brick, 4 stone, 25 frame, and none of logs. The total value of rural school property and equipment in 1929 was $460,317.00, and the total expenditure on education for the year was $216,604.81.

The number of school-children has, however, decreased rapidly. In the rural Inspectorate of West Victoria, during the past 37 years, while the number of householders has increased by 192, the number of children of school age has dropped from 6593 to 2479 The cause is obviously not migration to urban centres, but the voluntary limitation of families As a result, many schools once prosperous are now almost deserted There are five schools in West Victoria whose average total attendance is only 20 pupils, or 4 pupils to each teacher employed Attempts have been made to improve the situation by "consolidating" school sections adjacent to Manilla and Woodville, but the movement has been defeated by the opposition of childless ratepayers The consolidated school is, however, a make-shift and not a remedy, and would itself ultimately stand empty under continued race suicide

The total value of all school property and equipment in the county today is $867,068 00, while the total expenditure on education in 1920 was $282,663 86

Agricultural Instruction.

The first instruction in agriculture in this county was given in 1907 in connection with the Lindsay Collegiate Institute by Francis H Reed, B S A., then newly appointed as County Agricultural Representative

The present representative, Mr A A Knight, has been holding courses in agriculture in connection with the Farmers' Clubs He has also organized very successful school fairs in connection with the rural schools In 1920 ,school fairs were held at Bobcaygeon, Burnt River, Cambray, Dalrymple, Downeyville, Dunsford, Fenelon Falls, Kirkfield, Little Britain, Oakwood, Omemee, Reaboro, and Woodville In all, there were 2675 children and 1750 adults at these fairs Entries of cooking poultry, flowers, fruits, grains, and vegetables totalled 3779 Competitive garden plots, planted and tended by the children exceeded 2000 in number These fairs excite great interest and are undoubtedly a very effective form of instruction

Secondary Education in Victoria.

No secondary schools appeared in this county until after the Grammar School Act of 1853 The Lindsay Grammar School was then established in 1854, the Omemee Grammar School in 1858 and the Oakwood Grammar School in 1859

It may be convenient to treat of these schools in the reverse order

The first teacher of the Oakwood Grammar School was George Murray, a B A. of Oxford University, who was later known as one of Canada's most distinguished classicists The school was at first built and maintained by the school section alone, but later obtained support from the township of Mariposa It had a long career of exemplary usefulness and turned out hundreds of successful graduates such as Dr Wylie, M P P, George Thomas, Dr Broad, Dr Whiteside, J L Whiteside, H J Lytle, Judge McIntyre, Rev

Thomas Brown, Rev. J. Hubbell, Rev. C. V. Lake, Rev. Isaac Weldon, Rev. S. J. Cannings, Donald Anderson, Frederick Shaver, and many others. So important was Oakwood as a school centre that in 1887 some 45 students passed the Entrance there to 29 at Lindsay. In 1888, an unedifying feud arose between the School Board and the Township Council, and the school was ultimately assassinated as a piece of municipal politics.

The Omemee Grammar School was begun in 1858 in conjunction with the Common School. The principal for nearly a quarter of a century was John Shaw, M.A. Perhaps the most distinguished graduate of the school has been "Formosa" McKay, the famous missionary. The school buildings were destroyed by fire on November 18, 1884, and again on January 28, 1904, but were rebuilt. Of recent years the registration of pupils has stood at about 40.

The Grammar School at Lindsay was established in 1854. When the first attempt to sketch the history of the school was made in 1899, it was found that incomplete minutes of the Board of Education, dating back to 1857, indicated that the Grammar School had been in existence at least as early as 1855. The present author has since discovered, by research in the Dominion Archives, that a legislative grant of £100 was made to the Lindsay Grammar School in 1854.

Classes were held in the Common School building, a small frame structure on the corner of Albert and Kent streets. The sole teacher was William Daunt, whose wife had charge of all the Common School classes. The total population of the village did not exceed 500 at this time.

On February 5, 1863, a new Union School building of red brick, farther west in the same block, was opened. This edifice, which was torn down in July 1921, was a mock mediaeval hybrid of monastery and barracks, with the air of a shoddy castle badly run to seed. Robert Hudspeth had become master of the Grammar School in 1861, while Francis Whalley and Jos. A. Clark had taken over the Common School classes. Hudspeth was succeeded in 1866 by the Rev. A. Murray, then but recently arrived from Scotland, and the latter in 1876 by Henry Reazin. Reazin retired at the close of 1870 to become Public School Inspector for West Victoria. Alfred M. Lafferty, M.A., then became principal. As the headmaster of the High School was then also head of Public Schools, Lafferty asked for an assistant, and, on meeting with a refusal, resigned. His successor from 1872 to 1878 was Robert L. Dobson.

The following list of successful Entrance candidates from 1872 to 1876 may be of interest:—1872, R. G. Cornell, John Woods, Charles Reeves, Robert McDougall, George Patrick, James C. Grace, William Johnson; 1873, George Bigelow, Jas. M. Knowlson, John Baxter, John McIntyre, J. C. Whyte, James Watson; 1874, A. Bryson, Wm. Fee, Hugh McLachlan, W. D. Best; 1875, Alex. Morrison, R. J. McLennan, T. Nugent, Alex. Skinner, E. C. Young, N. McMurchy, George Fowlee, S. J. Mason; 1876, A. Freeman, T. Macaulay, W. A.

McLennan, R M Spier, Jas Curtin, S Malone.

In 1876, Thomas C. Patrick, the first matriculant of the school, passed into law school. By 1885, the number of matriculants had risen to 4, and there was an average of 6 for the three years 1904-06. In 1920, the school passed 34 pass matriculants, and 14 honor matriculants, in addition to securing 40 second class certificates and 7 first class certificates. Another promising record was that of 1915 when there were 22 first class certificates, 26 second class certificates, 49 third class certificates, 5 honor matriculants and 24 pass matriculants.

The school has also had a gratifying scholarship record, as follows:—1880, Roderick McLennan, Queen's scholarship in mathematics; 1881, B S Vanstone, third general proficiency scholarship, Toronto, 1885, W H Mills, Registrar scholarship, Queen's, 1886, Fred R Haap, classical scholarship, Queen's, 1893, Jessie Brown, two Toronto scholarships in classics and general proficiency, 1897, E J Kylie, classical scholarship, Toronto, 1898, Mary Macdonald, proficiency scholarship, 1901, F A Jackson, scholarship in Latin French and German, 1901, W C Way, scholarship in mathematics, Queen's, 1910, Henry Philp, scholarship in mathematics, Queen's, 1910, Dorothy French, four different Toronto scholarships in Classics and Moderns, 1911, Leigh Cruess, scholarship in Mathematics, Queen's, 1913, J M Clark, scholarship in Mathematics Physics and Chemistry, 1913, George Hardy, first Edward Blake Scholarship in Classics and Mathematics, Toronto, 1913, Watson Kirkconnell, eight different Queen's scholarships in Mathematics English and History Moderns and general proficiency, 1921, John Lucas, scholarship in Mathematics, McMaster.

The attendance rose from 82 in 1877 to 188 in 1881, then dropped to 115 in 1885, and has since risen steadily to 207 in 1907 and to 374 in 1921. The number of teachers has grown from 4 in 1882 to 7 in 1908 and to 11 in 1921.

In 1880, W E Tilley, M A, became principal. He was succeeded in 1884 by Wm O'Connor, B A, and the latter in 1887 by J C Harstone, B A. Mr Harstone continued as principal until 1908. Associated with him during his incumbency were Messrs R H Walker, F F McPherson, John Head, E A Hardy, J C Corkery, J H Collins, Geo H Cornish, W H Stevens, J S McLean, Luther Taylor, and Chas P Muckle, and Misses Addison, Staples, Eliza Fitzgerald, Sophia Marty, Alice Wilson, and Julia Hillock.

In 1888, a new school building was completed on the corner of Kent and Adelaide streets. This was a three-storey structure of red brick on a foundation of white Bobcaygeon stone, 74 feet square. Its accommodation included 7 class-rooms, an Assembly Hall, 40 feet by 72 1-2 feet, planned to seat 700, and a stage 39 feet by 25 feet. The architect was Wm Duffus and the contractors Messrs McNeely and Walters. The total cost was $27,000.

The new school was formally opened on January 22, 1889, by the Hon G W Ross, then Minister of Education. It was now raised

from the status of High School to that of Collegiate Institute.

A cadet corps, later registered with the Militia Department as No 44, was organized December 23, 1898, under the stimulus of the approaching Boer War The corps originally comprised only a limited number of the senior boys but was reorganized in 1910 as a cadet battalion, including every boy in the school During the World War of 1914-18, some 264 ex-members of the corps served in the Canadian Expeditionary Force and 28 gave up their lives in the cause

On December 28, 1888, a great Alumni Re-union and Conversazione was held and in 1905 a semi-centennial celebration was staged

In 1908, T A Kirkconnell, B A, the present principal, assumed control His associates since that time have been as follows —Science Howard Roseveare D A McKay, Thos Firth ,English J F Macdonald J Newman, E W Jennings, Classics J A Freeman, R A Croskery, E A Miller, Chas Owens, Arthur Hooper, Walter Clark, P K Hambly, Moderns Miss Allen, Miss Teskey, Miss M I Whyte, Miss Gibson, Miss Bristol, Mrs Cameron Miss M Montgomery, History Gordon Manning, Albert O Neill, M Erb, A Johnston, Junior work L Wheelton, M Rogers, R A A McConnell, F H Bissonette, J S Crerar G S Mattice, R Kerfoot, M Brokenshire, F H Barlow, Miss K Moir, Miss D Morley Miss Vanalstyne Miss Corkery, Miss Shook, Miss E Davis, Commerce G A Robertson, G A Lucas

The growth of school population made necessary the building of a new wing, consisting of four class-rooms, two private rooms for principal and male teachers respectively, and a gymnasium 80 feet long by 40 feet wide This addition to the school was opened March 1 1910, by President Robert Falconer of Toronto University In 1921, accommodation has again become painfully inadequate

The chairmen of the Board of Education of Lindsay for the past 64 years have been as follows —1857, Rev J Hickie 1858, G M Roche, Esq , 1859-65, Rev J Vicars, B A , 1866-67, J Fidler M D , 1868, Hon S C Wood, 1869, 1871-72, 1874-75, John McLennan, M A , 1870, Adam Hudspeth Esq , 1873, Lawrence Maguire, Esq 1876-85 Wm Grace, Esq , 1886-90, Adam Hudspeth Q C , M P , 1890, Hon John Dobson, 1891-99, J R McNeillie, Esq , 1900-12 Thomas Stewart Esq , 1913-15 J D Flavelle, Esq , 1915-17, Alex Jackson, Esq , 1917-21, John W Anderson, Esq

Public Libraries in Victoria.

A magazine reading-room was founded in Lindsay in May 1880, and was supported by an annual fee of six dollars from each of 130 of the leading citizens It was located next to Thomas Beall's store in the present Dundas and Flavelle block

On January 10, 1880 it was reorganized as a Mechanics Institute under the librarianship of H A Wallis, over Dobson s store on the southeast corner of Kent and William streets In 1884 drawing classes were held by A Reading, a graduate of the Ontario School of Art The Institute was opened as a Free Public Library March

23, 1899. Negotiations with Andrew Carnegie were entered into in 1902 with a view to financing the construction of a library building, and $13,500 was secured on the town's guarantee of a minimum annual grant of $1350 for maintenance. A red brick structure in modern Greek style was opened to the public July 5, 1904. In 1920, the shelves contained 7901 volumes, the legislative grant was $251.45, and $2145.31 was spent on books and salaries.

There are also free public libraries at Little Britain and Oakwood, with 3026 and 2177 volumes respectively, and association libraries at Manilla with 5068 volumes, at Fenelon Falls with 4837 volumes, at Bobcaygeon with 3406 volumes, at Kirkfield with 2518 volumes, at Cambray with 2330 volumes, at Omemee with 1716 volumes, and at Kinmount with 1617 volumes.

Technical School Founded.

In the autumn of 1919, an Industrial and Technical School was organized in Lindsay under the direction of T. A. Kirkconnell, B.A., LL.D., Principal of the Collegiate Institute. There was a registration of 880 pupils, to whom instruction was given by a staff of 14 teachers. The only fee was $2.00, refundable in all cases where 75% attendance had been made. All classes were held in the evening in the Central public school building. Tuition was given in Shop Mechanics, Drafting for Woodworkers and Ironworkers, English, Commercial Subjects, the Railroad Airbrake, and Sewing and Dress-making. The term lasted from November 1, 1919, to March 31, 1920. Interest was sustained until the end. The most gratifying feature of the work was that the pupils registered were in the great majority of cases precisely those persons (clerks, artisans, mechanics, housekeepers, etc.) who might be expected to reap immediate benefit.

In November 1920, the Night School was reopened under the principalship of Thomas Firth, M.A. The subjects of Motor Mechanics, Millinery, and Home Nursing were now added to the curriculum. The future possibilities of the school, as a institution for the continual education of the adult community, are very great indeed.

Present Needs of our Schools.

In spite, however, of all the development of Victoria county's schools, as already sketched, and in spite of heavy expenditure in the past and the present, our school system is still far from perfect.

Perhaps the most pressing need of the times is a proper medical inspection of all school children. The system began in Belgium in 1874, has since been adopted in France, Germany, Austria, England, Japan, many of the United States, British Columbia, Manitoba, Saskatchewan and Alberta, and only found favor in the supposedly enlightened province of Ontario in 1919. The Department of Education then began to urge its adoption and to assist in conducting medical surveys. In one case, out of 2303 children examined, fewer than 100 were found to be without defects, and of the great number of defectives about 85% were curable by the simplest kind of a surgical operation. If the defects were not remedied, the children would in some cases be condemned to lives of comparative uselessness, while in all cases their powers would be impaired, their progress retarded, and the seeds of incurable disease perhaps planted. Another survey conducted this year in three townships in Lambton county found that out of 1286 pupils examined 92% were defective. Such instances could be multiplied by reference to other surveys.

Victoria county still remains in heathen darkness in this matter. In November 1920, the local Women's Institute sought to stir the school authorities up to action. The movement has, however, been blocked, apparently through the hostility of the doctors, who should be the most enlightened sponsors of the project but who are perhaps unable to agree to co-operate because of incompatability of professional temperament. It is to be hoped that the Women's Institute will refuse to accept defeat, for the need is urgent and neglect is a menace to the community.

Another necessary measure, affecting only the outside students in attendance at the Collegiate Institute, is the ensuring of proper lodging and guardianship. A residence or hostel for the girls, run at cost and headed by a responsible matron, is very desirable, for protection is needed today from a pack of wolves whom the pioneers knew not of. Boarding-houses, too, should be supervised not officiously but maternally and with only the students' interests at heart.

In the larger public schools, we shall soon hope to see applied a new method of grading children according to intellectual capacity. A school of modern psychologists, beginning with Alfred Binet, a Frenchman, in 1904, has worked out a remarkable system for measuring intelligence, or the capacity of the mind, rather than the actual knowledge accumulated through study. The tests employed demonstrate the vast difference in intelligence which all teachers know to exist between one child and another, and solve most problems associated with retarded or precocious children by enabling the teacher to assign them tasks commensurate with their actual ability. The actuality of the results obtained have been vindicated for all time by wholesale experiments on the American Army, and the time is not far distant when our Ontario school system will recognize, measure, and accommodate the individual differences in intelligence between child and child.

Manual training for boys ,more particularly in the town schools, is much needed. The aim of education is not the accumulation of stores of miscellaneous information, which the adult gets from encyclopedias, dictionaries, and other works of reference, but the training of the mind to deal with life's problems when maturity is reached. The development, through intricate training, of a great variety of muscles, especially those of the hand, brings corresponding growth to the brain centres by which they are controlled. The country boy, through his use of many implements and tools, has thus an immense advantage in actual brain development over the modern town boy. The only

practical remedy for this deficiency in the life of the town boy is to supply classes in manual training.

This need not be detrimental to efficient training in the three R's. It has been conclusively demonstrated by modern psychologists that in each subject there is a time limit within which the best results are secured and beyond which instruction is non productive. For example, half an hour a day on arithmetic and ten minutes on spelling have been found to give as good results with Public School pupils as an hour and a half on arithmetic and forty minutes on spelling. Obviously, ample time can be spared for manual training.

For girls, training in domestic science cannot be too strongly advocated. Our school system has been planned for boys and no provision has been made for girls. From the time that little girls of six or seven begin their primary work in the public schools until the day of their graduation from a university, no class of any kind is, as a rule, provided that has any bearing on their ultimate paramount duty of home-making. Domestic science is a crying need in our Victoria county schools, and government grants are so generous that the municipal cost would be insignificant.

The relationship of girls to higher education is an advanced form of this problem. Statisticians have secured data as to the families of all graduates from a number of leading women's colleges during the period 1850-1890. It has been found that the average graduate is represented in the next generation by 0.86 of a child. For every 5 possible mothers, there are only 2 daughters. In a century, every 100 of such women would be represented by 4 sickly great-granddaughters. If the entire population of Canada were to perpetuate itself at such a rate, it could, in three centuries, be housed comfortably in Fenelon Falls or Bobcaygeon.

Something must be radically wrong with an educational system which has such appalling effects on womanhood. The scientific explanation is that the stress of advanced studies burns up in brain activities the energy which would normally go toward the maturing of the natural functions, and so virtual sterility is brought about.

But a still wider accusation touches the wrong perspective of life which is given the higher student. She either strains over heavy male courses, designed to fit her for an independent position in a male civilization, or else toys with easy trivialities. All too often, as a result, the essentials of existence are lost to her; her instincts are prevented from reaching normal maturity; she comes to regard motherhood as a clog on a wheel of intellectual interests or social indulgences, and all thought of racial responsibility and of racial morality is deadened. Our system of feminine higher education needs a drastic recasting before it will cease to be a menace to womanhood and the race.

Chapter XIII.

Military Annals of Victoria

The essence of the militia system is as old as Anglo-Saxon history. The recognition that citizenship involves the responsibility of military service (as well as the establishment of laws for the enforcement of such service), is part and parcel of our racial inheritance. On careful retrospection we find that in Saxon England all freemen between the ages of 15 and 60 who were capable of bearing arms were bound, under heavy penalties, to go forth at the king's summons to the "fyrd" or general levy. The levy of each shire took the field under its "alderman" or military chief. Its service held a double aspect. As a civil force the levy was known as the "posse comitatus," which might be called on to arrest criminals and suppress riots. As a military force it was called out to defend the realm in civil war or against foreign foes.

This general levy was always difficult to raise and hard to keep together, so that the Saxon kings depended much more, especially for foreign wars, on a well-armed semi-permanent force of military dependents or thanes, to whom they granted land on the condition of military service. The Norman Conquest substituted for the thanehood a similar but much more rigidly feudal aristocracy of Norman war-lords. Norman feudalism petered out in the course of six centuries, and in 1660 Charles the Second abolished the obsolescent feudal levy and substituted a small standing army on the basis which still serves today.

The liability for all able-bodied men to serve in the general levy, however, still continued. The summons to serve would be issued in each case by the sheriff of the county in the form of a royal writ or "commission of array." By the end of the sixteenth century the practice had become established of selecting from peace time musters a convenient number of men for annual drill and intensive training. The command and control of these Trained Bands became one of the principal subjects of dispute between Charles the First and the Long Parliament and in the protracted controversy the word "militia" first came into general use. By a Militia Act of 1662 the training of small county bands was discontinued and a system set up re-establishing the direct responsibility of all property owners to give service or substitutes of men, horses, and money in proportion to the value of their property. Amendments have been made to this Act from time to time, but its provisions summarize fairly well the ancient system, which, through various statutory phases, has persisted even to our own day.

Early Militia Organization in Canada.

When Canada passed under British control in 1763, her new rulers soon imposed the traditional militia system of their race. In the form of levy which was ultimately accepted for many years, all the able-bodied men of the country between 18 and 60 were organized into battalions of "sedentary" militia. Every member of these battalions was supposed to provide himself with arms and ammunition. Officers were appointed by the Crown to command and discipline the respective units. Parades were held for two days in each year for drill and the inspection of arms.

The Militia were liable to service in time of war, rebellion, riot, or invasion, and could be kept mobilized for not more than six months. Quakers, Mennonites, and Tunkers paid an annual exemption fee of twenty shillings in peace time and ten pounds in war time.

No pay was issued to militiamen. On the contrary, militia officers were actually mulcted certain fees on receiving their commissions. The scale of such deductions was as follows:—Lieut-Colonels, 30 shillings, Majors and Captains, 20 shillings, Lieutenants, Paymasters, and Surgeons, 15 shillings, Ensigns and Quartermasters, 10 shillings. These fees were collected by the Officer Commanding and remitted to the public treasury.

Local Militia in 1828 and 1839.

The first record to be found in the Archives at Ottawa of any militia organization affecting the townships now included in Victoria County is under the date of 1828. In that year the 2nd Regiment of Durham Militia, commanded by Lt.-Col. Robert Henry, had Christopher Knowlson of Omemee as one of its captains, and numbered Wm. Cottingham, James Laidley, Samuel Cottingham, John Knowlson, Francis Henderson, and Wm. Fee among its lieutenants. This unit was called out in 1837 ,but took no part in the skirmishes of that uneasy year.

In 1839 all laws relating to the organization and training of the Militia were reduced into one Act. Under this statute a general reconstruction of units took place. The land-holders of Emily and Ops became the 4th Regiment of Durham Militia, and those in Verulam, Fenelon, Eldon, and Mariposa the 5th Regiment of Durham Militia.

The personnel of the regimental staffs was as follows —

4th Regiment of Durham Militia.

O. C.—Lieut.-Colonel John Logie.

2nd-in Command—Charles Ruttan.

Captains—Edward Davidson, Francis Henderson, Wm. Cottingham, Christopher Knowlson, Josias L. Hughes, Thomas Rea, Sr., Angus McDonald, Jesse Purdy.

Lieutenants—Samuel Cottingham, Cheeseman Moe, Alex Logie, Richard Hughes, Thomas Sowden, Isaac Rea, Gerald Patterson, Hassard Purdy, John Miller

Ensigns—Charles Hamilton, Edward Davidson, Wm John Logie, Richard Davidson, George Henry Mermion, Roger McHugh, Terence Brady, Richard Shaw

5th Regiment of Durham Militia:

O C—Lt-Col A S Fraser

2nd-in-Command—Major Jas Wallace

Captains—Thomas Need, John Langton, Robert Dennistoun, Duncan Cameron, Jacob Ham, James Dunsford, Mossom Boyd, Samuel Davidson, Hector McDonald, Gavin Hamilton

Lieutenants—George Toker, Hartley Dunsford, Israel Ferguson, Geo Hamilton Dundas, Edward Atthill, Benjamin Beresford, George Dunsford, Alexander Dennistoun, Henry Thomas Wickham, Charles Hore

Ensigns—Morgan Richard Jones, Alex. Ross, Robert Hamilton, Joseph Parker, Martin Dunsford

The two units mustered 633 and 523 (all ranks) respectively.

Changes in 1847 and in 1851.

In 1846 the Oregon Boundary dispute with the United States was made crucial by the mouthings of demagogues who clamored for "Fifty-four forty-or-Fight" Under the tensity of this menace the Canadian government passed a new Militia Act and prepared to set its house in order in the event that hostilities should break out

The townships of our present county became, in January 1847, part of a new organization The militiamen of Emily, Verulam, and Somerville now constituted the 4th Battalion of Peterborough Militia, those in Ops, Fenelon, and Bexley the 5th Battalion of Peterborough Militia, and those in Mariposa and Eldon the 6th Battalion of Peterborough Militia On the incorporation of Victoria County in 1851, these units became the 1st, 2nd, and 3rd Battalions, respectively, of Victoria Militia

Their staffs were as follows —

4th Peterborough (later 1st Victoria) Battalion

O C—Lt-Col Edward Davidson

2nd-in-Command—Major Francis Henderson

Captains—Wm Cottingham, Christopher Knowlson, James Dunsford, Mossom Boyd

Lieutenants—Chas Hamilton, Edward Davidson, Jr,

Ensigns—John Sullivan, Charles Hartley, Joseph Lee

5th Peterborough (later 2nd Victoria) Battalion

O C—Lt-Col A S Fraser

Captains—Alex. Logie, John Graham, Thomas Keenan Wm McDonell Thomas Rea

Lieutenants—Isaac Rea Roger McHugh G M Roche, James

Graham, John Pyne

Ensigns—James Maloney, Martin Hogan, Charles Logie, G. D. Brock, Horatio Stephenson, Thomas Pyne, James Finnigan.

6th Peterborough (later 3rd Victoria) Battalion

O. C.—Lt.-Col. Samuel Davidson

2nd-in-Command—Major Hector McDonald

Jr. Major—Major Elridge R. Irish

Captains—Andrew McPherson, William Webster, Wm. McCready, James McPherson, Israel Ferguson, John R. Lytle, W. Davidson, James Worsley, Donald Campbell, John Wylie, Matthew Emmerson.

Lieutenants—John Haight, Neil Smith, Edward Mather, Hugh McFadyen, Wm. Foster, Stephen Dundas, Alexander McLean, James Davidson, Henry McNeil, Duncan McFarlane, Alexander McTaggart.

Ensigns—John McLaughlin, Charles Ross, Patrick O'Brien, Robert Ewing, Wm. Stephenson, John Kingland, Joseph Perrin, James Foster, James Emmerson, Sidney McKenzie, Thomas Clark, Samuel Irwin.

Effects of the Trent Affair, 1861.

The year 1861 brought a new war scare and consequent reactions in the defensive organization of Canada. The American Civil War was in progress. On November 8, an over-zealous Federal captain, Commodore Wilkes of the U. S. S. "San Jacinto" stopped the British steamer "Trent" on the high seas and took off by force two Commissioners of the Confederate Government who were on their way to London and Paris. Britain demanded reparations and an apology for this affront, and, for a time, war, involving Canada, of course, as a British dependency, seemed imminent. The militia was got into a state of comparative readiness, while many volunteer infantry and rifle companies were raised and drilled. In Lindsay the "Queen's Own Lindsay Rifles" were organized on December 20, 1861. The officers were Captain John David Smith, Lieut. Adam Hudspeth, and Ensign Robert Green. Fortunately, however, the apprehended emergency had not to be faced. The wise diplomacy of the Prince Consort in England and of Lincoln in the United States healed the breach. The stimulus of danger passed. On August 18, 1865, the Queen's Own Rifles were officially disbanded.

A more permanent result of the Trent Affair came through the appointment in 1862 of a Royal Commission to consider a more effective reorganization of the militia. As a result of its deliberations there was created in 1863 a Militia Department, presided over by a cabinet minister. Provision was made for an active or volunteer militia force of 35,000 men, backed by a sedentary militia of first and second class service men and reserves. While many minor amendments to this system have been made from time to time, the most important reconstruction was accomplished by a Militia Act introduced in 1904 by Sir Frederick Borden, then Minister of Militia. By this

Act Canada was divided into thirteen military districts, each under a District Officer Commanding. All male inhabitants between the ages of eighteen and sixty were to be liable for military service. The first line of defence in time of war, as well as the training school of the nation in time of peace, was to be the Active Militia, with its authorized establishment and annual training. The rest of the eligible classes of the population might be called out to serve in times of emergency, as was done with certain classes by the Military Service Act of 1917.

The Fenian Raids Stimulate Enlistment.

But let us return to the sixties. After the Trent affair, the next stimulus to defensive zeal came from the Fenian raids. In 1865 the American branch of the Fenian Brotherhood (more recently reincarnated as the Sinn Fein) planned an invasion of Canada to avenge the failure of an uprising in Ireland. On June 1, 1866, a force of 1500 Fenians, chiefly veterans of the Civil War, crossed the Niagara River under the command of General John O'Neil, and reached Ridgeway by the following morning. Here they inflicted a sharp defeat on a Canadian force of 850 men under Lt.-Col. A. Booker. Stronger contingents menaced them, however, and they withdrew to the American side.

The immediate effect of this initial loss to the Canadians was the enthusiastic organizations of defence forces throughout the whole country. In Victoria county three independent infantry companies were formed at Lindsay, Omemee, and Bobcaygeon respectively.

The Lindsay company was officered by Capt. John D. Smith, Lieut. Adam Hudspeth, and Ensign George Matthews. The Omemee company was under Capt. W. H. Cottingham, Lieut. J. J. English and Ensign Thos. Stephenson. The officers of the Bobcaygeon company were Capt. H. D. Sheffield, Lieut. Gardiner Boyd, and Ensign Lewis Parker.

While the Fenian menace lasted, the companies drilled every evening and three afternoons a week. They were, however, to have no share in active service, for the Fenians' first success was their only success and every subsequent foray became a fiasco.

History of the 45th Regiment.

On November 16, 1866, the 45th "West Durham" Battalion of Infantry was organized with headquarters at Bowmanville and four companies in Bowmanville, Orono, Cartwright and Newcastle respectively. Its Commanding Officer was Lt.-Col. Frederic Cubitt.

The three independent companies in Lindsay, Omemee and Bobcaygeon died a natural death. Two new companies of the 45th Regiment were then organized, No. 5 in Omemee and No. 6 in Lindsay. The officers of the former company were Capt. Wm. Cottingham, Lieut. Jas. English, and Ensign Wm. Bell, and of the latter company Capt. John Thirkell and Lieut. Ben Ross.

The succeeding years were to witness the gradual shifting northward of the 45th Regiment. In 1875 No. 2 Company was established at Fenelon Falls instead of at Orono. In 1894 Lt.-Col. Cubitt was succeeded in the command by Lt.-Col. John Hughes and he in turn, on June 9, 1897, by Lt.-Col. Sam Hughes, M. P.

Under this new commander the headquarters of the unit were transferred from Bowmanville to Lindsay, and its title altered to "The 45th Victoria Battalion of Infantry." By this reorganization, No. 1 company was at Cameron, Nos. 2 and 3 at Lindsay, No. 4 at Omemee, No. 5 at Janetville, and No. 6 at Woodville. In 1905 No. 5 Company was shifted from Janetville to Fenelon Falls and the transformation from a Durham county unit to a Victoria county unit was complete. Since that time the location of the companies has varied, but has always remained within the limits of Victoria county and the subsidiary county of Haliburton on the north. In addition to the stations enumerated above, Bobcaygeon, Little Britain, Oakwood, Norland, Tory Hill, and Haliburton have also been company headquarters at one time or another. In 1920 the unit was reorganized as the "45th Victoria and Haliburton Regiment."

Lt.-Col. Sam Hughes was succeeded on Jan. 21, 1903, by Lt.-Col. Robert Sylvester. Subsequent commanding officers have been Lt.-Col. Fred Holmes Hopkins, appointed Sept. 6, 1912, Lt.-Col. J. J. H. Fee, appointed October 14, 1914, and Lt.-Col. R. H. Anderson, appointed October 12, 1919.

The Saskatchewan Rebellion, 1885.

The militia of Victoria County have seen active service on three occasions, viz: in the Saskatchewan or Second Riel Rebellion of 1885, in the Boer War, and in the World War of 1914-18.

The Saskatchewan Rebellion was the result of sheer stupidity on the part of the Canadian government. The Northwest Territories had been taken over from the Hudson Bay Company in 1870, and the Canadian Pacific Railway had been begun in the early eighties. The half-breeds or Metis along the Saskatchewan River asked that they be given a legal title to the land which they occupied. The government admitted the justice and reasonableness of this request but with criminal inertia allowed the matter to go unheeded, in spite of urgent solicitation by the North-West Council and others who saw the rising storm.

At last the tempest broke. The half-breeds found that constitutional agitation was hopeless and began open hostilities. On March 26th, under Louis Riel, the outlawed leader of a similar rebellion in Manitoba in 1870, and Gabriel Dumont, a resourceful half-breed, they defeated a detachment of Mounted Police at Duck Lake, killing twelve and wounding twenty-five. Two Indian chiefs, Poundmaker and Big Bear, at once went on the war-path, the former near Battleford and the latter at Frog Lake and Fort Pitt, farther to the northwest

The solons at Ottawa now awoke at last and ordered the mobilization of a punitive force. Part of the contingent thus called out was a "Midland Battalion" of infantry, consisting of two companies from the 46th Militia Regt, and one each from the 15th, 45th, 47th, 49th, and 57th Regiments The Officer Commanding this unit was Lt.-Col A T Williams, of Port Hope, the Senior Major was H R Smith, of Port Hope, and the Junior Major Colonel Deacon, of Lindsay.

The personnel of the 46th detachment from Lindsay and the surrounding district was as follows —Major John Hughes, Capt. J C Grace, Lieut George E Laidlaw Color-Sgt McMurchy, Sergeants Christie and Holtorf, Corporals McKee and Hall, Privates Barton, Bennett, Brown, Bunting Charlton, Crawford Fishley, Fryer, Gregory Gain, Gamble, Galbraith, Henry, Hepburn, Higgins Irwin, Jeffrey, John, Just, Kayley, Keegan, Keele, Latimer, Lee, McDonald, Moore, Moyse, Pratt, Porter Savage, Skinner, Smith R., Smith S., Turner, Veitch, Williamson, Wilson J., Wilson W., and Woods.

On April 1, 1885, these troops left Lindsay to report at Kingston Five days later the Midland Battalion, mustering 363 men and 34 officers, entrained at Kingston for the scene of action The section of the C P R lying to the north of Lake Superior was not yet complete and on April 12th the battalion marched twenty miles in a blinding snow-storm across the ice of Lake Superior to cover a gap in railway service They reached Winnipeg on the 14th and went into camp at Swift Current on the 15th General Middleton, the Commander-in-chief in the North-West now had a force of 4,380 infantry, 650 cavalry, and 300 artillery He divided this force into three columns The first was to march under his own command to attack Riel and Dumont at their headquarters at Batoche The second, under Lieut.-Colonel W D Otter, attacked Poundmaker near Battleford The third, under Major-Gen Strange marched from Calgary towards Edmonton, near which Big Bear was supposed to be encamped

Lindsay Soldiers Lead Batoche Charge.

By the time the Midland Battalion arrived at Swift Current, General Middleton's column had already set out and had been severely singed by an ambush at Fish Creek The Midland Battalion came down the river on the steamer Northcote and joined Middleton on May 5th Four days later they faced the rebel position at Batoche. Here the enemy had established a strong line of rifle-pits across a scrubby ravine Two days were spent in ineffectual skirmishing On the afternoon of the 11th of May the force was brought out again, with orders to skirmish and snipe but not to charge the enemy's position The troops were greatly exasperated by such warfare, however, and as soon as they got into touch with the enemy "C" Company (the Lindsay volunteers) of the Midland Battalion launched a charge against the rifle pits They were at once supported by their comrades and by the Grenadiers of Toronto, and swept down the ravine through the dense, scraggy underbrush General Middleton accepted the situation and ordered all the rest of his force into action Batoche village was soon captured and the backbone of the rebellion broken Riel was taken prisoner on May 22nd, and Dumont fled to the States

Meanwhile Colonel Otter's column had accepted heavy losses in an attack on Poundmaker at Cut Knife Hill on May 2nd The object of this attack had been to prevent a junction of the forces of Poundmaker and Big Bear and their combined march to Batoche At the cost of eight killed and thirteen wounded, Otter achieved this objective Poundmaker thereafter remained inactive and soon surrendered to the joint forces of Otter and Middleton

General Strange, with his third column the Alberta Field Force, was unable to come to grips with Big Bear, but succeeded in keeping that chief so continually on the move that he at last repented of his hostilities and gave himself up

The net results of the rebellion were that the half-breeds received all that they had originally sought and that Canada paid $5,000,000 for a campaign brought on by the stupidity of her politicians

The Victoria County Rifle Association.

The Saskatchewan outbreak aroused fresh interest in rifle practice, and on May 29, 1885, the Victoria County Rifle Association held its first match J A Williamson, of Lindsay, made the highest aggregate score and took first prize in the "all-comers" match Robt Sylvester, of Lindsay, carried off the county council cup in the "association match"

The first range was in the 4th concession on a farm owned by one Twohey, west of the present House of Refuge On May 24 1892, a new 600-yard range was opened at the head of Lindsay street north, north of the town limits This was superseded in turn by a range on the James Hopkins farm, northwest of the town About a decade ago, Dominion regulations were passed requiring a clear zone of 2500 yards (practically a mile and a half) behind the targets on every rifle range No such conditions could be secured in South Victoria, and the Rifle Association collapsed

During the history of this local rifle association one of its members, Major J A Williamson, visited England twice, in 1892 and in 1894, on the Canadian Bisley team On his first trip he made over $100 in prize money

Events Leading up to Boer War.

The second war in which men from Victoria County saw active service was the Boer War of 1899 1902

The origins of this struggle are to be found as early as 1814

when, after the Napoleonic wars, England took over, for £6,000,000 compensation, Cape Colony, a possession of Holland, who had been an ally and dependent of France. The Dutch colonists, or "Boers," were greatly incensed at the subsequent immigration of Englishmen and the abolition of slavery in 1834. In 1836 and the years immediately following, some 10,000 Boers withdrew from Cape Colony to the wilderness which lay far to the north in the interior and set up two independent republics, Orange Free State and the Transvaal Republic. By 1854 England had officially recognized the autonomy of these little countries. In 1877, however, under the imperialistic ministry of Disraeli, the Transvaal Republic was abruptly declared annexed to the British Empire. Gladstone succeeded Disraeli as British premier in 1880 and opened negotiations with the indignant Boer leaders with a view to annulling this annexation. Unfortunately, while an amicable settlement was thus in sight, some of the Boers resorted to violence and routed a small British detachment at Majuba Hill, February 27, 1881. British feeling ran high but Gladstone persisted in his chosen course and signed in 1884 the London Convention, which recognized the independence of the South African or Transvaal Republic but also guaranteed the right of all white men to reside and trade in the republic and to be liable only to the same taxes as the Boers themselves. The misfortune of this settlement was that the Boers mistakenly fancied that they had won their own independence by force of arms at Majuba Hill and so grossly exaggerated their own strength.

In the following year gold was discovered in the Rand, a mountain range in the Transvaal. A great influx of English miners and speculators followed. These "Uitlanders" or foreigners, soon outnumbered the Boers by two to one. The Boer government was an incompetent oligarchy and its leaders were determined to keep control of the state which at the cost of so much hardship they had created in the wilderness. The Uitlanders were accordingly denied citizenship but were forced to render military service and to bear the brunt of taxation. Their demands for more generous treatment were backed by Britain but were refused by the Boers. In 1895 an ineffectual raid was made on the Transvaal by Dr. Jamieson, the administrator of the neighboring British colony of Rhodesia. The raiders were captured and turned over to Britain. The British authorities, however, treated the offenders very leniently and actually shielded the real instigator of the invasion, a millionaire capitalist-statesman named Cecil Rhodes.

The Boers under their president, Paul Kruger, now began to prepare for war. Vast supplies were collected. Foreign mercenaries, chiefly Germans and American Fenians, flocked into the country. A staff of German artillerists under Colonel Schiel undertook the training of the Boer army. At last, when all was ready, an impossible ultimatum was issued to Britain on October 9, 1899, and two days later war broke out Orange Free State threw in its lot with the Transvaal and the two republics set a force of 60,000 mounted fighters in the field.

The Sending of Canadian Troops

On October 13th the Canadian government decided to accept an invitation of the British War Office to participate in the struggle.

As a first contingent, a unit of 1000 men, known as the 2nd (Special Service) Battalion, Royal Canadian Regiment, was mobilized and placed under the command of Lt.-Col. (now Major-General Sir William) Otter. The following men from Victoria County went with this unit:—Lieut. Suddaby of Burnt River, Sergt. McCrae of Omemee, Corporal Dodd of Burnt River, Corporal A. J. Mathews of Lindsay, and Privates Corbier, McGregor, and Williams of Lindsay. The unit sailed for Cape Town October 30, 1899.

Lt.-Col. (now Lieut.-General Sir Sam) Hughes was in command of the 45th Regiment at this time and was very zealous in service. However, he wrote some very unorthodox letters to Major-General Hutton, head of the Canadian forces, and was therefore denied the privilege of serving with Canada's contingent. He thereupon went to South Africa on his own initiative and took part, as Special Service Officer and Railway Staff Officer, in the Imperial Force's operations in Cape Colony.

Early in 1900 Canada sent a second contingent consisting of two regiments of mounted rifles known as the Royal Canadian Dragoons and the Canadian Mounted Rifles respectively, and three batteries of artillery, designated "C," "D," and "E." With this draft went Sergt. Thos. Gifford, Trooper Ernest Eagleson, and Gunner Perrin, of Lindsay, and Gunner James Moffatt, of Valentia.

Still another unit sailed in March. This was the "Lord Strathcona's Horse," a regiment of cavalry equipped and supported by the Canadian High Commissioner at London. Lieut. George E. Laidlaw of Balsam Lake, Alex. Skinner of Lindsay, and Wm. J. Baker, of Victoria Road represented Victoria County in this unit.

The Progress of the War

At the outset of the war the Boers swept out into the British colonies which surrounded them and laid siege to Ladysmith in Natal, to Kimberley in Griqualand West, and to Mafeking in Bechuanaland. The British field armies sought to raise these sieges and suffered disastrous reverses at Magersfontein and Colenso. The War Office then awoke at last to the seriousness of the situation. On December 17, 1899, Lord Roberts was appointed Commander-in-Chief of the forces in South Africa and Lord Kitchener his Chief-of-staff. They sailed from England five days later and by February 12, 1900, were ready to begin a great offensive movement across the veldt to Bloemfontein, the capital of Orange Free State. With their army of

35,000 men went the R.C.R. under Lt.-Col. Otter.

On February 15th the cavalry under General French raised the siege of Kimberley. On the 18th a Boer force under Cronje turned to face the British at Paardeburg. The ensuing battle lasted five days, and it was the Canadians who finally forced the Boer position at the cost of 110 casualties. Still other enemy forces barred the way to Bloemfontein, but these were quickly brushed aside at Poplar Grove on March 7th and at Driefontein on March 10th. Roberts entered Bloemfontein on March 13th. Typhoid fever now broke out and took heavy toll from the army. For five weeks the Royal Canadian Regiment was practically all out of action, but on April 21st all who were well set out eastward with a force under General Ian Hamilton. They cleared Boers away from hill positions at Israel's Poort on April 25th and at Thaba Mountain on April 30th. These battles left the country east of Bloemfontein free from the enemy.

Meanwhile the other Canadian units had not been completely idle. From March 19th to April 14th, "D" and "E" Batteries of artillery and the Canadian Mounted Rifles formed the greater part of a column under Sir Charles Parsons which marched through alkali deserts from Carnarvon to Kenhart and mopped up all rebellion throughout the wild hinterland of Cape Colony. "C" Battery, under Major Hudon, was sent on a more distant mission. It was landed at Beira in Portuguese East Africa and taken on a long railway journey west and south through Rhodesia and Bechuanland, at last to join the forces of Colonel Mahon and Colonel Plumer and relieve Mafeking on the 17th of May, 1900.

On May 1st Roberts started a great forward movement from Bloemfontein north to Pretoria, the capital of the Transvaal Republic. An army of 40,000 men, including the R.C.R., R.C.D., and C.M.R., moved forward on a forty-mile front. The Boers offered repeated resistance at Vet River, Zand River, Doornkop and elsewhere, but were pushed steadily back until at last Pretoria was taken on June 5th, 1900.

This seventeen weeks campaign of Lord Roberts, from February 12th to June 5th, ended the war proper. Almost two full years of guerilla warfare were necessary, however, before the Boers consented to come to terms.

The R.C.R. sailed for Canada in October, 1900. Of its original strength, 68 had died and 123 had been wounded. The R.C.D., C.M.R. and the artillery left for home in December. The R.C.D. had taken part in 40 engagements and had had 52 casualties. The C.M.R. had been in 28 engagements and had had 34 casualties. "D" Battery's chief work had been on the lines of communication, and "E" Battery's heaviest campaign under Sir Charles Warren in Griqualand West.

Lord Strathcona's Horse was ultimately sent in from Durban and attached to Buller's Army at Zand Spruit. Here they served as

scouts, guards, and escorts to convoys. From July 1, 1900, to January 8, 1901, details of the regiment were almost daily under fire. It sailed for Canada on January 20, 1901.

Canada's official contribution to this Boer War was 159 officers and 3907 men. The total cost was $2,830,965.07, a little more than half the expense incurred in the Saskatchewan Rebellion of 1885.

Formal peace was signed on June 1, 1902, and the Transvaal Republic and Orange Free State became British dependencies. A Liberal ministry, which came into power in England in 1906, wisely granted these colonies responsible government and sanctioned in 1909 a federal Union of South Africa. Time has vindicated overwhelmingly the wisdom of this course.

Outbreak of World War in 1914.

The third and latest war in which Victoria County has taken part was the World War of 1914-18.

From the time of the accession to the German throne of William II in 1888, the leaders of the German people deliberately planned for a war through which Germany would subjugate and dominate the world. King Edward VII of England saw the coming storm and achieved the Triple Entente with France and Russia. The outbreak was to have come in 1908, the year of the first completion of the Kiel Canal, but Lord Fisher of the British Admiralty astutely forced a postponement for six years by inaugurating the Dreadnought type of battleship and so rendering the Kiel Canal obsolete. A reconstructed canal was ready by 1914. During the spring of that year Germany quietly sold out most of her foreign investments and began to call in her reservists. On June 28th the heir to the Austrian throne was assassinated. Germany and Austria spent a whole month more in secret preparation, unsuspected by a tranquil world, and then deliberately precipitated a hideous struggle which was to involve 64 millions of soldiers, and to cost $310,000,000,000 and 11,422,738 lives.

Victoria County Enlistments.

Canada, as part of the British Empire, became involved August 4, 1914. A First Contingent of 33,000 men was mobilized at Valcartier, near Quebec, and sailed for England on the 3rd of October. This prompt achievement was chiefly due to the personal energy of the Minister of Militia, Sir Sam Hughes, of Lindsay.

With the First Contingent went a detachment of 75 men from Victoria County under Lieut. Col. F. H. Hopkins, Lieut. Walter Kirkconnell, Lieut. W. W. Wilson, and Lieut. George Weeks.

The Second and subsequent Canadian Contingents did not cross to England intact. The volunteer system was practised until June, 1917, and yielded 450,000 enlistments. The government then enforced conscription and secured 100,000 more recruits.

The chief contributions of Victoria County after the First Contingent had left were to the 21st, 39th, 109th, and 252nd Battalions. "F" Company of the 21st Battalion, (Second Contingent) contained 110 local men. The 39th Battalion had a somewhat smaller number. The 109th Battalion, commanded by Lt.-Col. J. J. H. Fee, was actually mobilized in Lindsay and reached a strength of 1050 in the spring of 1916. The 252nd Battalion, under Lt.-Col. J. J. Glass, was not so successful, for it was organized in the lean days when voluntary enlistment was petering out. Many other Victoria County boys enlisted in units elsewhere so that the rolls of the local units would not be at all representative. An authoritative list of all who enlisted from this county could easily be compiled but would violate the proportions of a brief history of this sort.

Victoria County Soldier Dead.

It has been thought wise, however, to include the following list of 205 heroes from this county who gave their lives for the cause of righteousness. The basis of this record is a list which I have prepared from the official files of the Patriotic Fund, which includes all cases where the soldier had designated Victoria County as the home of his next-of-kin. To this definite nucleus I have added many names, gleaned from miscellaneous sources, of those who once claimed this county as their home but had been transplanted elsewhere prior to enlistment. The complete list is as follows:—

Adam, Charles, Private, Infantry, Lindsay
Aldous, Thos. Grenville, Private, Infantry, Fenelon Falls
Alldred, Wilbert Philip, Lance-Corporal, Infantry, Bobcaygeon
Allen, J., Battalion Sergt.-Major, Infantry, Lindsay
Allin, E. C., Lieutenant, Infantry, Lindsay
Alton, W. R., Private, Infantry, Victoria Road
Arscott, Thos. Albert, Private, Infantry, Bobcaygeon
Akester, Geo. Wilbert, Private, Infantry, Fenelon Falls
Anderson, Wm. Kay, Lieutenant, Infantry, Lindsay
Andrews, Harry Wm., Private, Infantry, Lindsay
Angiers, Patrick Herbert, Private, Infantry, Coboconk
Arnold, Oliver, Private, Infantry, Mariposa Tp.
Bailey, Joseph Paget (M.M.) Lieutenant, Infantry, Lindsay
Bailey, W. E., Private, Infantry, Bexley
Barge, Alfred Arthur, Private, Infantry, Mariposa Tp.
Barjarow, Tracy, Private, Infantry, Coboconk
Bateman, Russell Albert, Private, Infantry, Kirkfield
Beecroft, Harvey, Private, Infantry, Fenelon Falls
Bester, Robert, Private, Infantry, Omemee
Bole, Clarence H., Private, Infantry, Woodville
Boucher, William, Private, Infantry, Mariposa Tp.
Boyd, Mossom Richard, Lieutenant, Infantry, Bobcaygeon
Boyd, Thornton Brideman, Private, Infantry, Bobcaygeon
Brady, Thos. Edw., Private, Forestry Corps, Lindsay

Brimmell, Albert M., Private, Srvs., Little Britain
Brooks, Edwin A., Private, Infantry, Bobcaygeon
Brown, H., Private, Infantry, (C.M.R.) Omemee
Budd, James John, Private, Infantry, Burnt River
Byng, George, Private Infantry, Bobcaygeon
Cameron, Alexander, Private, Infantry, Lindsay
Campbell, Alexander, A. L.-Cpl., Infantry, Cameron
Campbell, John, Corporal, Infantry, Woodville
Campbell, M. Ross, Private, Infantry, Argyle
Campbell, Russell A., Sapper, Field Engineers, Kirkfield
Carew, Robert, Private, Infantry, Burnt River
Chambers, Allister, Private, Infantry, Cambray
Castle, George, Private, Iefantry, Mariposa Tp
Clare, Stephen, Pte., Infantry, Mariposa Tp
Copp, Charles, Pte., Infantry, Mariposa Tp
Cornforth, Sydney Chas., Sergt., Infantry, Lindsay
Cotey, Earle, Private, Infantry, Lindsay
Cragg, Russell Alex., Private, Mounted Rifles, Lindsay
Carey, Russell, Private, Infantry, Kirkfield
Candal, Wm. Johnson, Corporal, Infantry, Cameron
Cunnings, William, Private, Infantry, Oakwood
Curtin, Patrick, Private, Infantry, Lindsay
Cuthbert, Samuel, Private, Infantry, Lindsay
Dark, Percy S., Private, Iefantry, Lindsay
Dawson, Alfred Simmonds, Pte., Infantry, Kinmount
Dawson, Hector, Pte., Infantry, Kinmount
Day, Richard James, Pte., Infantry, Norland
Deynes, Duncan, Pte., Infantry, Eldon Stn
Denison, Francis F., Pte., Infantry, Bobcaygeon
Donaldson, Robt. John, Pte., Infantry, Fenelon Falls
Elliott, Walter Waldron, Cpl., Infantry, Lindsay
Faulkner, Roy, Infantry, Coboconk
Ferguson, James Wesley, A. L.-Cpl., Infantry, Valentia
Fitzgerald, John James, Pte., Infantry, Head Lake
Fortier, Nelson, Pte., Infantry, Lindsay
Foster, John, Pte., Infantry, Mariposa Tp
Freeman, Benjamin, Pte., Infantry, Mariposa Tp
Fry, Henry, Pte., Infantry, Mariposa Tp
Garbutt, S. E., Nursing Sister, Lindsay
Gifford, Victor R., Driver, Engineers, Lindsay
Gillies, Hector, Pte., Infantry, Lindsay
Gosselin, Alphonse, Pte., Infantry, Downeyville
Gray, John Welford, Pte., Infantry, Lindsay
Grimstead, W. G., Pte., Infantry, Valentia
Groves, Robert, Pte., Infantry, Burnt River
Goldie, Eric, Pte., Infantry, Lindsay
Glendenning, Stanley, Cadet, Air Force, Lindsay (Sunderland)
Gallagher, W. N., Lieut., Infantry, Omemee

Hall, Arnold Roselter, Pte., Srvs., Lindsay
Hall, Geo. Carlton, Pte., Infantry, Cambray
Halliday, Adam Sydney, Pte., Infantry, Fenelon Falls
Hancock, Armour Ellington, Pte., Serv., Lindsay
Harper, William, Sergeant, Infantry, Lindsay
Hartwick, Herbert, Pte., Rly. Tps., Lindsay
Hill, Joseph Leslie, Pte., Infantry, Bobcaygeon
Hill, William Albert, Pte., Infantry, Bobcaygeon
Holliday, Herbert Augustus, Gunner, Artillery, Coboconk
Hopkins, Fred Holmes, Lieut.-Col., Infantry, Lindsay
Horton, T., Pte., Forestry Dept., Kinmount
Houlihan, Cyril, Pte., Infantry, Lindsay
Howe, J. C., Infantry, Lindsay
Hughes, Wesley, Pte., Infantry, Burnt River
Irwin, Norman, Corpl., Forestry, Lindsay
Jackson, Edward, Private, Infantry, Lindsay
Jackson, R. G., Private, Infantry, Lindsay
Jeffers, Frank Alfred, Pte., Infantry, Little Britain
Johnston, J. A., A. L.-Cpl., Infantry, Bobcaygeon
Johnson, Reginald, Pte., Infantry, Lindsay
Johnson, Martin, Pte., Infantry, Fenelon Falls
Johnson, Willard, Pte., Infantry, Lindsay
Johnston, Wm. Russell, Pte., Infantry, Manilla
Junkin, Irvine, Pte., Infantry, Bobcaygeon
Junkin, Percy John Clayton, Pte., Infantry, Bobcaygeon
Kent, Wm. Gordon, Pte., Infantry, Lindsay
King, Henry Wm., Pte., Infantry, Head Lake
Kinghorn, John, Pte., Infantry, Woodville
Kirkconnell, Walter Allison, Captain, Infantry, Lindsay
Kylie, Edward J., Captain, Infantry, Lindsay
Kirton, Albert, Pte., Infantry, Mariposa Tp.
Kirton, William, Pte., Infantry, Mariposa Tp.
Knowlson, Glore, Pte., Infantry, Lindsay
Lanning, Percy, Pte., Infantry, Mariposa Tp.
Leach, Albert Kenneth, Pte., Infantry, Lindsay
LeBel, Joseph Francis, Pte., Infantry, Lindsay
Lee, George Herbert, Pte., Infantry, Woodville
Lennie, Louis, Pte., Infantry, Lindsay
Lee, William Geo., Pte., Infantry, Woodville
Liscombe, E. R., Pte., Infantry, Coboconk
Lyle, Wilbert Mearl, Gunner, Artillery, Bobcaygeon
Lyon, Edwin Percy, Pte., Infantry, Little Britain
Lywood, Wm. John, Pte., Infantry, Lindsay
Mark, Robert Henry, Pte., Infantry, Cameron
Matthews, A. J., Captain, Infantry, Lindsay
Metcalfe, Chas. Norman, Pte., Machine Gun, Fenelon Falls
Miller, Charles, Pte., Infantry, Lindsay
Miller, Joseph John, Pte., Infantry, Kinmount

Mills, Fred Harold, L.-Cpl., Infantry, Omemee
Mitchell, Thomas, Pte., Infantry, Mariposa Tp
Morrison, Wm. James, Pte., Infantry, Lindsay
Murray, Albert, Pte., Infantry, Valentia.
Murtha, James, Pte., Infantry, Downeyville
Mitchell, Douglas, Pte., Infantry, Lindsay
McDonald, Alexander, Pte., Infantry, Cambray
McDonald, Kenneth, Pte., Infantry, Cambray
McDonell, Edward, Pte., Infantry, Lindsay
McDougall, Russell, A. L.-Cpl., Infantry, Fenelon Falls
McEachern, John, Pte., Infantry, Woodville
McEachern, Malcolm, Pte., Infantry, Hartley
McFadyen, Henry Lorne, Pte., Infantry, Hartley
McGann, Joseph Patrick, L.-Cpl., Infantry, Lindsay
McGill, Ivan Elmer, Pte., Infantry, Lindsay
McGinnis, Sidney, Pte., Infantry, Lindsay
McGuire, James Patrick, Pte., Infantry, Kinmount
McInnis, D., Pte., Infantry, Mariposa Tp
McInnis, Chas. Howard, L.-Cpl., Infantry, Lorneville
McMillan, Wm., Pte., Infantry, Mariposa Tp
McMurray, George, Pte., Infantry, Lorneville
McNutt, Wm. Geo. Stanley, Pte., Infantry, Lindsay
McKay, Robert, Pte., Infantry, Lindsay
Naismith, James, Pte., Infantry, Lindsay
Naylor, John Donby, Pte., Infantry, Cameron
Newell, Alfred Charles, Pte., Mtd. Rifles, Lindsay
Northey, Melville, Pte., Infantry, Bobcaygeon
Owens, H. P., Pte., Infantry, Woodville
Oxby, Wm. Edward, Pte., Infantry, Sadowa
Padden, Herbert, Pte., Infantry, Lindsay
Parkes, Cleveland Adair, Pte., Infantry, Lindsay
Parkin, Whyt, Pte., Infantry, Norland
Parks, Alvin Morse, Pte., Infantry, Lindsay
Patton, Neil Smith, Sergeant, Infantry, Cambray
Peters, Wm. Claude, Pte., Infantry, Omemee
Poast, Roy Irvine, Pte., Infantry, Omemee
Pollitt, George, Pte., Infantry, Omemee
Reeves, Robert, Pte., Infantry, Mariposa Tp
Robinson, Wm. Morris, Pte., Infantry, Lindsay
Rogers, Garfield R., Gunner, Artillery, Mariposa Tp.
Rushton, Stanley, Pte., Infantry, Lindsay
Russell, Victor, Pte., Infantry, Mariposa Tp
Ryall, George, L.-Cpl., Infantry, Little Britain
Rooke, Edwin Marton, Sergeant, Artillery, Oakwood
Scott, Alexander, Lieut., Infantry, Lindsay (Gelert)
Sandiland, James Thos., L.-Cpl., Infantry, Lindsay
Saville, George, Pte., Infantry, Mariposa Tp
Scott, Walter Henry, Prov. Sgt., Infantry, Lindsay

Scott, John E., Pte., Infantry, Mariposa
Selby, Thos. Ralph, Pte., Infantry, Bobcaygeon.
Shankland, John Wilfred, Pte., Infantry, Fenelon Falls
Shaw, William, Pte., Infantry, Lindsay
Shea, J. E., Pte., Infantry, Lindsay
Silverthorn, Howard Wesley, Pte., Infantry, Bolsover
Stewart, Robert, Pte., Infantry, Mariposa Tp.
Stinson, Chas. Howard, Pte., Infantry, Fenelon Falls
Stinson, Wm. Norman, L.-Cpl., Infantry, Lindsay
Sumner, John C., Pte., Infantry, Mariposa Tp.
Swardfager, Fred, Pte., Mounted Rifles, Lindsay
Sutcliffe, Chas. E., Major, Infantry, Lindsay
Swayze, David, Flight Lieut., Air Force, Lindsay
Swayze, Keith, Flight Lieut., Air Force, Lindsay
Taggart, Gordon, Pte., Infantry, Cameron
Tamlin, Melville Edgar, Pte., Infantry, Cambray
Taylor, Wm. Edward, Pte., Infantry, Victoria Road
Tough, Archie Russell, Pte., Infantry, Kirkfield
Trevor, Foster, Pte., Infantry, Lindsay
Trevor, Ralph, Pte., Infantry, Lindsay
Trott, Joseph, Pte., Infantry, Mariposa Tp.
Tripp, James Albert, Pte., Infantry, Bobcaygeon
Truax, Charles Roy, Pte., Infantry, Coboconk
Truax, Peter, Driver, Artillery, Coboconk
Vickery, Orville Wilson, L.-Cpl., Infantry, Lindsay
Watson, Murray, Pte., Infantry, Mariposa Tp.
Weeks, Clare G., Lieut., (M.C.) Infantry, Lindsay
Wheeler, Charles, Pte., Machine Gunner, Lindsay
Whetter, Fred Freeman, Pte., Infantry, Woodville
White, Joseph, Sergeant, Infantry, Lindsay
Whitney, J. W., Pte., Infantry, Burnt River
Williams, Arthur James, Major, Infantry, Lindsay
Wilson, Robert T., Pte., Infantry, Mariposa Tp.
Winchester, John, Pte., Infantry, Lindsay
Wright, J. M., Sapper, Ry. Co'y., Bobcaygeon
Wilson, Bruce, A., Flight Commander, Air Force, Lindsay
Wilson, W. W., Lieut., Infantry, Lindsay

A Brief Summary, Beginning from 1914

Adequately to describe the course and context of the conflicts in which these lives were offered up would transcend the limits of several volumes of history. There are compensations, however, in the brevity here found necessary. We are still so close to the World War that it is easy to become confused at the complexity of the military operations of vast armies on numerous and extended fronts. In making a rigid summary of the salient events of the campaigns, especially in so far as they affected the Canadian troops, we shall introduce a sim-plicity, which, though somewhat artificial, will enable us better to comprehend and remember our country's share in the colossal struggle.

With the outbreak of war Germany deliberately violated Belgian neutrality in order to pour her armies up the valley of the Meuse and crush the French from an unexpected quarter. They ravaged Belgium most foully and drove their way through Northern France to within fifteen miles of Paris. Then, from Sept. 5th to Sept. 10th, at the Battle of the Marne, the French shattered the great German attack and drove the invaders back to the Aisne. There ensued a struggle for position which by the end of October left the opposing armies entrenched against each other all the way from Nieuport (on the North Sea) to Switzerland. In the east Russia was worsted by Germany but was successful against Austria. Turkey entered the war on the German side on November 3rd, thus threatening Britain's position in Egypt and India. Canada had no share in the operations of 1914.

Canadian Share in War in 1915.

In February, 1915, the First Canadian Division crossed to France. On April 17th they took up their position in the trenches before Ypres. Five days later, on April 22nd, the Germans planned a tremendous drive to break through at this point, disrupt the whole line, and gain the channel ports. The diabolical invention of poison gas was now first employed by the enemy. French colonial troops on the Canadian left broke under the torment, leaving a gap of several miles in the allied line. Only the superhuman audacity, bravery and endurance of the Canadians under circumstances unparalleled in warfare, saved the day. Their casualties were 6,000 or more than half their number.

Four weeks later, on May 18th, the Canadians took part in a British offensive at Festubert which sought to break through to Lille. Ground was won to a depth of 600 yards on a front of four miles, but further progress failed through a lack of munitions. This proven shortage of munitions precipitated a political crisis in England and helped to bring in a Coalition Government. The Canadian casualties at Festubert totalled 2000.

On June 15th the First Division incurred 900 more casualties in a frontal attack on the German trenches at Givenchy. They took their objective but were obliged to fall back because the British troops on the left did not meet with like success.

In September 1915 the Second Canadian Division arrived in France and a Canadian Corps was formed. This Canadian Corps was supplied with a Third Division in January 1916, and a Fourth Division in August 1916.

During 1915, while this inconclusive fighting went on on the western front, Germany inflicted stupendous defeats on the Russian army, and over-ran 5,000 square miles of Russian territory. The

British failed ignominiously in an attempt to capture Constantinople. Bulgaria thereupon entered the war and co-operated with Germany and Austria in the conquest and extinction of Serbia. The only Allied gain in 1915 was the entry of Italy into the war on May 23rd.

Canadian Share in War in 1916.

In 1916 the Germans decided to smash the French army by one terrific, irresistible blow against the stronghold of Verdun. The storm of battle broke on February 21st, but though it raged till the following October the French line did not give way.

On July 1st an Anglo-French army opened a great counter-campaign known as the Battle of the Somme. In this the Canadians had no share until September. Earlier in the year they had incurred heavy casualties during reverses at St. Eloi in April and at Sanctuary Wood on June 2nd and during a most successful counter-attack at Hooge on June 13th. Now they were to capture a series of German positions: Moquet Farm, Courcelette, and Fabek Trench on September 15th, Zollern, Hessian, and Kenora Trenches on September 26th, Regina Trench on November 11th, and Desire Trench on November 18th. The Canadian casualties in this share in the Somme offensive totalled 21,179. The total area won by the Allies was small, about 120 square miles.

Other events in 1916 were: A successful Russian campaign in Galicia, the belated entry of Roumania into the war and her speedy subjugation by Germany, and the inconclusive naval battle of Jutland between British and German fleets in the North Sea.

The War's Progress in 1917.

The chief events in 1917 were: the collapse of Russia through mutiny, revolution, and final ruinous domination by the Bolsheviki on November 7th, the compensating entry of the United States into the war on April 6th, the serious reverses in Italy in October, the British capture of Bagdad and Jerusalem, and the moderate gains made in the west by the Allies in the battle of Arras (April-June), the battle of the Aisne (April-November), and the British offensive in Flanders (July-December).

In the first stage of the battle of Arras the Canadian Corps captured the almost impregnable fortifications of Vimy Ridge on April 9th, Hill 145 on April 10th, and "The Pimple" on April 12th. The casualties totalled 9,966. Later the Canadians captured Arleux on April 28th and Fresnoy on May 3rd.

In August the Canadian Corps was employed in the sector opposite Lens, in Northern France. The Fourth Division captured the suburbs of La Coulotte and Avion on August 1st, and on August 15th the First and Second Divisions carried Hill 70, a bold hillock north-west of Lens. On August 21st a bloody but inconclusive struggle raged about a great, weed-infested slag-heap, known as the Green Crassier, southwest of the city. The capture of Lens was not yet completed when the Canadians were withdrawn and sent to join in an offensive in the Ypres salient.

On the 26th of October the Canadians launched their attack on the Passchendaele Ridge, and by November 10th, after one of the bitterest and costliest struggles they ever knew, obtained their objective and removed the menace of this commanding position from the British front. The Canadian casualties in sixteen days totalled 14,867. The total of Canadian casualties during the entire Boer War had been only 338.

The Closing Campaigns in 1918

In the spring of 1918 Germany exacted a ruinous peace from Russia and then turned to hurl at the armies in the west a colossal offensive that would end the war. From March 21st to July 18th they won tremendous successes but not ultimate victory. The Allies at last achieved unity of command and the new generalissimo, Marshal Foch, began on July 18th a sweeping counter-offensive which did not halt until the capitulation of the Germans on November 11th.

In this great advance Canada played a glorious though costly part. In the Battle of Amiens (August 8th-17th) the enemy was driven back 14 miles from before the vital railway centre of Amiens, and 25 villages were recaptured. Then the whole Corps was suddenly transferred to the north to fight the Battle of Arras (August 26-September 4th). Here they broke through the Drocourt-Queant switch, a vast system of concrete fortresses connected by wired trench lines and huge subterranean tunnels, and advanced to the Canal du Nord, capturing some 50 square miles of territory. On the 27th of September the Canadians resumed the offensive in the Battle of Cambrai, which ended on October 9th with the capture of that city.

In the three great batles of Amiens, Arras and Cambrai, the Canadian casualty list reached the staggering total of 37,263. The captures included 490 heavy guns, 280 trench-mortars, 3160 machine guns, and 29,400 prisoners.

In a subsequent march from Douai to Mons, lesser actions were fought at the capture of Denain on October 20th, of Valenciennes on November 2nd, and of Mons on November 11th.

Meanwhile Britain had eliminated Turkey in Mesopotamia and Syria, and an Allied army under d'Esperey had shattered the Bulgarians in the Balkans. Bulgaria signed a capitulatory armistice on September 29th. Turkey followed her example on October 31st. Austria was badly shaken by Italian attacks and gave in on November 4th. Revolution broke out in Germany, the Hohenzollerns fled, and the war closed on the 11th of November.

Such was the course and the termination of the War of the Nations, in which 205 sons of Victoria County died heroically in the cause of human freedom

Chapter XIV.

Pages of Parish History.

The religious life of a people is a vital factor in its history. Few interests, if any, affect man more closely than his spiritual convictions. To attempt, however, to sketch a century of church development throughout the whole of a county would give only a diffuse confusion of petty, parochial details without any unifying principle as yet to give the narrative coherence and intelligibility. I have therefore taken the church history of Lindsay, the county town, as typical of that diversity of creed and practice which is so common in our own and other Ontario counties. We have here six denominations of varying strengths. The abounding activity of congregations in this new country is nowhere shown better than in the building of churches. From 1841 to 1921 the population of Lindsay has grown from perhaps 50 up to about 8000, and during that same 80 years the local congregations have put up no fewer than 19 church buildings. This seems at once a proof of enormous vitality and a confession of the prodigality of energy and means which goes with diversity of faith and duplication of effort. These points are implicit in the more detailed sketches of individual churches which now follow.

I. History of St. Mary's Church, Lindsay.

The pioneer church in Ops and the vicinity of Lindsay was the Roman Catholic church.

Prior to 1840 no priest was stationed locally. Lindsay and the surrounding country lay within the parish of Peterborough and it was from the latter village that pastoral expeditions came.

The first priest to visit Ops was Father Crowley, an elderly Irishman from Cork who had come out in 1825 as shepherd of the Robinson immigrants. His first mass in Ops was said in 1830 in the shanty of John Maloney. Stations were also held at Terence Brady's, Patrick Connell's, Dennis Twohey's, and John Murphy's. He received from the government 200 acres of land (lot 16 in the 5th concession) which was ultimately patented in the name of his nephew, John Ambrose. The grant was made to help settlement and a house for storing settlers' effects was built on the west bank of the river. The spot was therefore long known as "the Priest's Landing." Father Crowley was hot-tempered and had many bitter quarrels with his parishioners. It is related that when Patrick O'Keefe and Cornelius Hogan gave him a churlish refusal to pledge money to the church they received his malediction, and within a year O'Keefe became permanently blind and Hogan a cripple for life. He retired in poor health in 1832 and died at Rochester, N. Y., in 1835.

His successor, Father Bennett, was a slight but energetic young man of middle height, described as cultured and eloquent. As his pastoral tours extended as far as Coldwater and Penetanguishene he paid only one visit to Ops. On that occasion he said mass in Dennis Twohey's shanty.

He was succeeded in September 1833 by Father Timothy O'Meara, a tall, powerful man of forty, who said mass at Terence Brady's and Patrick Connell's.

Father O'Meara was followed in 1834 by Father Butler, a very small, thin man, who was a native of Tipperary and had previously been a schoolmaster. He paid Ops frequent visits and said mass several times in the house of John Murphy. He was severely injured in 1838 by falling twenty-five feet from the roof of a church which he was building in Peterborough. It was not, however, until June 25, 1853 that he died, being then in the seventy-fourth year of his life and the nineteenth year of his Peterborough pastorate.

First Resident Priest of Lindsay.

Prior to 1840 one priest, stationed at Peterborough, had to minister to a mission which extended from the Marmora mines on the east to Bowmanville, Orillia, and the back lakes, on the south, west and north. To cover all this district in a year even by travelling on horse-back for three weeks at a stretch, was an almost impossible task. Accordingly the parish of St. Mary's, focused at Lindsay, was formed in 1840, and Father Hugh Fitzpatrick, of Fermanagh, Ireland, was appointed as the first resident priest.

In June, 1840, Father Fitzpatrick left his previous parish in Adjala township, in Simcoe County, and came to Lindsay by way of Port Perry, with two wagon loads of furniture and his old housekeeper, Mrs. Moran. At Port Perry he was met by Patrick Brady and James Maloney, who ,as night was at hand, stored his effects in a tumble-down warehouse on the shore of Scugog Lake. Brady and Maloney slept in this warehouse while the priest put up at Crandell's tavern. All were given a nervous night, the two former by rats and the latter by restless Orangemen. In the morning all the baggage—tables, chairs, beds, and high-backed writing-desk—was stowed in a capacious thirty-foot dug-out borrowed from "King Connell", the party embarked, and their slow voyage down to Lindsay began. At Lindsay they landed at the old mill at the foot of Ridout street, where most of the villagers had gathered to escort the priest to his home in a log shack in rear of the present Royal Hotel. This shack had been previously used as a shop by Captain Murphy and was later replaced by Hiram Bigelow with a stone store, destroyed in the great fire of 1861. In 1840 and 1841, however, it served as both church and presbytery.

Father Fitzpatrick soon set about the erection of a church. A lot was secured on what is now the southwest corner of Russell and Lindsay streets. Lindsay Street was then the eastern limit of the townsite, Kent Street was being chopped out for the first time, no other streets were cleared, and the church lot lay in a dense, impenetrable swamp of spruce and cedar. In the autumn of 1840, Patrick Brady and Peter Tully were given the privilege of felling the first tree. The site was cleared during the winter and all the timber necessary for building was cut and prepared on the ground. In the spring of 1841 a bee was held and the church raised. The corner men were Patrick McHugh, James Pyne, Thomas Hoey, and James Walker. The main log building, forty feet long by twenty-eight feet wide, was put up in two days. Then the roof was put on by Thomas Vaughn, who worked at Purdy's mill. The shingles were made by hand on Peter Greenan's farm by Owen Carlin, Donald Malady, Thomas Hoey, Terence, Patrick and Michael Brady, and Peter Greenan, and when the work of shingling began more men crowded on the roof than could stay there. The sashes for the windows were made by Richard and Michael Lenihan. Then as no nails, glass or putty could be had nearer than Port Hope, Nicholas Connolly and Patrick Leddy went around the parish and collected some thirty bushels of wheat. They took this over the bush trail to Port Hope, sold it, and returned with the needed supplies. The lime to plaster the crevices between the logs of the church was made by James Bryce in a kiln near the present wharf and was laid on by the parishioners under his direction. The floor was made of rough-hewn two-inch planks laid down on log joists. The altar was also built of rough boards, like a big box. The door was made by Dominic McBride and the hinges and latch by John Cunningham. There were never any pews in the body of this original church. There were, however, two galleries of four pews each, one on each side, and an end gallery built by Thomas Keenan and Thomas Spreit for their own use.

The first mass in the church was said on November 1, 1841. On Corpus Christi day of the following year the brush piles around the building were burnt and the church itself narrowly escaped destruction.

Music was strikingly lacking in the church. A fiddle was the only instrument heard within its walls. There was no choir, but the Gillogly family sometimes sang.

Meanwhile a presbytery was being built at Father Fitzpatrick's own expense on a lot bought by him from the government on the northwest corner of Lindsay and Russell streets. Dominic McBride had contracted for its construction but after putting up the frame in the spring of 1841 he failed to carry it any further. W. Thatcher then finished it in December 1841 and Father Fitzpatrick moved in in January 1842. During the summer he brought hawthorn trees from Sturgeon Point and planted them around his lot. This property was later transferred to the parish for the sum of $400. The present

presbytery on lots 11 and 12 on the north side of Russell Street East was a gift to the church from John Knowlson in 1873.

When Father Fitzpatrick came to Lindsay in 1840 he was a powerful man in middle life. By the end of 1843 he was almost completely broken down. Scores of his parishioners had been dying off with swamp malaria. He himself had had fever and had been bled recklessly, after the practice of the day. The narrow trail by which he went to minister to Downeyville, King's Wharf and Bobcaygeon was an interminable morass dotted with stumps. His health was no longer equal to the strain and in December 1843 he retired to Douro.

There were brief ministries by Father Roche and Father McCormick. Then in the autumn of 1844 came Father Fergus Patrick McEvoy, a fine looking man from Mayo, Ireland. The first Sunday on which he said mass the grain lay cut in the fields and rain was imminent. Therefore, as many in the parish were ill and serious loss was threatened, he sent his congregation out to bring in the harvest. Father Fitzpatrick had, on leaving, removed all his furniture from the presbytery so that Father McEvoy was obliged to board at an hotel owned by the carpenter Dominic McBride. In the course of time he fell out with McBride and cursed him from the altar. McBride's wife then left him, all his debtors refused to pay him, no one would speak to him; his hotel was burned down by incendiaries, he grew crazed and despondent, and at last disappeared from Lindsay forever. It was also in Father McEvoy's time that Lindsay narrowly escaped a pitched battle between the villagers and a small army of Orangemen who had marched up from South Emily to shoot up the hamlet.

He was relieved in the fall of 1847 by Father Fitzpatrick, who ministered again to the parish till October 1848.

Father Chisholm Plans New Church

For the eight years that followed, the parish priest was Father Chisholm, D.D., the 27-year-old son of Colonel Chisholm of Glengarry. This young Scotch-Canadian was six feet, four inches in height, handsome, affable, and educated at Rome itself. In 1852 he bought a three-acre lot (the Mansion House block) with a view to building a school for higher education. This lot was stumped by a parish bee. The educational scheme was at last abandoned and the lot sold about 1870. In 1854 the Bank of Upper Canada gave him the present church property on Russell Street East in return for his influence in promoting the granting of a bonus to the Port Hope, Lindsay, and Beaverton Railway, in which the bank was interested. On this new property he planned to build a brick church and laid out the foundations 150 feet by 60 feet. Some 600,000 brick were ordered from Patrick Curtin and were drawn in by a bee in the winter of 1854-55. Pine was bought in 1855 from Patrick McHugh, cut on lot 4 in the third concession, and brought down the river by a man named Page. In the same year Father Chisholm first organized the Separate School, which met during the week in the old church building. His work was barely begun when he was transferred in December 1856 to Alexandria. So highly was he esteemed in Lindsay that the Catholics gave him a purse of $400 and the Protestants a like amount and a large procession of both Protestants and Catholics escorted him to Reaboro, then the head of steel on the new railway. Father Chisholm died of heart trouble at Perth, Ontario, May 1, 1878.

The next incumbent, from January 1857 to April 1858, was Father James Farrelly of Cavan, Ireland. Father Farrelly cut the dimensions of the new church down to 100 feet by 50 feet. The contract for the brickwork was let to a Mr. Alexander, of Port Hope, who put in a new foundation and then left. His work was completed by a Mr. Carlyle, of Peterborough. Charles McCarthy, who was the architect of the building, handled the woodwork. The first mass in the new church was said on Christmas Day, 1859. A choir was then organized by a Mr. Devlin, whom Father Farrelly brought in from Ottawa, and an orchestra of a dozen violins set up under the leadership of Mrs. Devlin. The first organ was put in much later by Mr. C. L. Baker, as a gift to the church. Miss O'Connell was the first organist.

A Famous Apostle of Temperance.

In May 1858, Father Michael Stafford succeeded Father Farrelly. Father Stafford ultimately enjoyed national fame for his heroic fight on behalf of temperance. In 1868 he erected the present Separate School building, acknowledged in its day as one of the finest structures of its kind in the province. In 1874 he opened a new convent, built at a cost of $60,000, for the Ladies of Loretto. This convent was burnt down on April 24, 1884, but was at once restored under the supervision of William Duffus of Lindsay, the original architect. In 1890 the Ladies of Loretto were succeeded by the St. Joseph nuns. Father Stafford died of angina pectoris on November 12, 1882 and was buried in the Catholic church in a vault on the right hand side of the altar.

His position was held by Father Lynch from November 1882 till February 1884, when the Rev. P. D. Laurent, V. G., a native of Brittany, France, was appointed to the parish. At this time the debt of the local church totalled $18,000. This was wiped out entirely by October 1890. In this latter year a spire was added and two bells, weighing 3000 pounds and 900 pounds respectively, were hung in the steeple. In 1894 the church was enlarged and beautified and in 1897 a large building on the church property was bought and converted into a parish hall at a cost of $4000.

Father Casey of Smith's Falls succeeded Monsignor Laurent on January 19, 1902. On December 19, 1912 he was invested with the office of Domestic Prelate (carrying with it the title of Monsignor) and in June 1920 he was made Protonotary Apostolic, one of the church's highest officials. Father Casey died very suddenly on May 14, 1821.

According to the last Dominion census, there are 2290 Roman Catholics in the parish.

II. Methodism in Lindsay.

The Methodist church in Lindsay stands a close second to the Catholic church in point of time.

In 1832, two years after Father Crowley had said his first mass in Ops, the Rev. Conrad Vandusen rode in from the Cavan Circuit over the quagmire trail through the forest and preached to a tiny log cabin conventicle. Successors in this mission work were the Rev. John Law in 1833, the Rev. John Black in 1834, and the Rev. William Young in 1835.

In 1836 Cavan was united with the Peterborough Circuit and Lindsay was supplied from the Brock Circuit on the west. The missionary from 1836 to 1838 was the Rev. Cornelius Flummerfelt, who was followed in 1838-40 by the Rev. Horace Dean, whose son later became Judge Dean. In 1841 and 1842 the visiting pastor was the Rev. John Sanderson, a gentle soul known throughout the countryside as "Little Peculiarities," because of his constant reproof to critics of their neighbors, "You know we all have our little peculiarities." Under his direction an acre of land was secured from the government on the southwest corner of William and Wellington streets and a small frame building, used as a school during the week and as a church on Sunday, was erected. This building which is at once the oldest school and the oldest Protestant church in Lindsay, still stands at No. 23 Wellington Street. In 1852, on the erection of a second church, it became the Methodist parsonage. It is now occupied by a cobbler.

The subsequent pastors up to 1852 were the Rev. Herman Davis in 1843, the Rev. Gilbert Miller and the Rev. Samuel Fear in 1844, the Rev. Gilbert Miller and the Rev. Abraham Dayman in 1845, the Rev. William Young in 1846, the Rev. David Hardy in 1847, the Rev. C. W. M. Gilbert in 1848, the Rev. John Sanderson in 1849, and the Rev. Cornelius Flummerfelt in 1850-51. None of these ministers lived in Lindsay at all except the Rev. David Hardy, who sojourned in the village during 1847.

The First Resident Methodist Minister

The first officially resident minister was the Rev. Thomas Hannah, appointed in 1852. During his ministry a much larger frame church, more recognizable in its architecture, was built next to the original building but fronting on William Street. It is occupied at the present day by Skitch's Carriage Works. The earlier structure was then occupied by Mr. Hannah as a parsonage.

From 1854 to 1868 Lindsay was now the head of a circuit and during most of that period two preachers were required to cope with all the country appointments The senior incumbents were as follows —1854-56, Rev J C Osborne, 1857, Rev James Greener, 1858-60, Rev D C Clappison, 1861-63, Rev S C Philp, 1864-66, Rev A Edwards, 1867 69, Rev James Greener The assistants were the following —1854, Rev Garrott Dingman, 1855, Rev W H Chard 1856, Rev James Ash, 1857, Rev A L Peterson, 1858, Rev David Jackson, 1859 Rev W W Miller, 1860, Rev J H Stinson, 1861, Rev N S Burwash, 1862, Rev N Galbraith, 1863, Rev Thomas Adams B A, 1864, Rev W F Morrison, B A In 1865 most of the country appointments were formed into an Oakwood Circuit In 1868 all remaining outlying charges were annexed to Oakwood and the Lindsay church was left to devote all its energies to development at home

A floating debt of several hundred dollars was now paid off in 1869 and preparations were made to build a new brick church and a new parsonage In 1870 the Rev Mr Greener was succeeded by the Rev C Freshman, D D A lot was purchased in this same year on the northwest corner of Bond and Cambridge streets, and a parsonage built In 1871 a church of white brick was put up on the same property at a cost of $12 000 It was dedicated to divine worship on December 17, 1871, by the Rev W M Punshon, D D, the Rev G R Sanderson, D D, and the Rev G H Davis The ministers for the next fifteen years were as follows —1872-74, Rev James Brock, 1875-76, Rev Charles Fish, 1877-79, Rev Wellington Jeffers D D, 1880-82, Rev John S Clarke, 1883-84 Rev Wm H Elmsley, 1885-88, Rev M L Pearson

A Season of Amalgamation

In the early eighties two local congregations of similar tenets, the Episcopal Methodists and the Bible Christians, amalgamated with the Cambridge Street church The Episcopal Methodists were the dominant division of the Methodist church in the United States A mission on Peel Street flourished in the seventies, but was closed in June 1881 by the Rev George Abbs the presiding elder of the district because of the atrophy of funds and enthusiasm The Bible Christian church had begun in England in 1815 in an evangelistic revival within the Wesleyan Methodist church Its leaders were pursued by the Methodists with the same bitter persecution that they themselves had suffered from the Church of England in the previous century In Canada a wider toleration helped to heal the breach but separation prevailed until the eighties A Bible Christian congregation in Lindsay built in 1873, at a cost of $3400, a white brick church on the east side of Cambridge Street between Wellington and Peel streets, the building occupied today by the Baptists Their chief pastors during the next ten years were the Rev Mr Ayers the Rev Mr Roberts, the Rev R T Courtice, and the Rev Mr Limbert On

February 12, 1883, the congregation voted to join the Methodist church, and one Sunday morning in the following summer the members marched up Cambridge Street in a body to be welcomed back into their ancestral fold Similar reunions of Methodist sub denominations were being accomplished throughout Canada at this time and on Tuesday, October 23, 1883, a service of commemoration and thanksgiving was held in the Cambridge Street church

The congregation had by these amalgamations become uncomfortably large for the church building Alterations and additions were therefore made in 1886 Extensions were made on the north and south sides, giving additional seating capacity for several hundreds A gallery was built around the north, east and south walls of the interior and a pipe organ fronted by a choir loft, placed in the west The pulpit was placed in front of the choir While this remodelling was in progress the congregation met each Sunday in the upstairs auditorium of the town hall The church was formally reopened on December 19, 1886

The pastors of the Cambridge Street church since that time have been as follows —Rev Wm Williams ,D D, appointed 1888, Rev T M Campbell, 1891, Rev S J Shorey, D D, 1894, Rev Thomas Manning, D D, 1897, Rev Geo W Henderson, D D, 1902, Rev Geo J Bishop, D D, 1905, Rev J P Wilson, D D, 1908, Rev S J Shorey, D D, 1911, Rev A H Going, 1915, Rev E Val Tilton, 1918

East Ward Methodist Church.

A second Methodist church, functioning in the East Ward of the town, is now forty-three years old

For some time prior to 1878, the Rev James Greener a superannuated minister had been carrying on pastoral work in the East Ward on his own initiative No church of any denomination existed east of the river In 1878 the Mayor of the town Colonel Deacon, gave Mr Greener a quarter of an acre of land on Bertie Street and Mr Greener, on his own responsibility and at his own expense, had a little wooden church built on it On the 17th of November, 1878, the building was dedicated to the service of God

The Rev Mr Greener was followed by the Rev W A V Pattyson, the Rev Thomas Culbert and the Rev G W Dewey In 1888, during Mr Dewey's pastorate, a two-storey frame church veneered with white brick was built on the southeast corner of Queen and Caroline streets The building was 58 feet long by 42 feet wide and had the main auditorium upstairs and the Sunday School on the ground floor The Bertie Street church was converted into a double dwelling house It was burned down on February 18, 1892 A parsonage was built on St Paul Street in 1889

The pastors since the time of the Rev Mr Dewey have been as follows —Rev Newton Hill, appointed 1891, Rev John W Totten, 1894, Rev. James McFarlane, 1897, Rev. A J. Harvey Strike, 1900; Rev H L. Phelps, 1904, Rev Jos R Real 1908, Rev David Balfour, 1910, Rev J S McMullen 1913, Rev C H Coon, 1917.

In 1920 steps were taken to put up a new church on the southwest corner of Lindsay and Wellington streets On March 17, 1921, a $25,000 building of red brick was opened by Dr Chown, General Superintendent of the Methodist church in Canada

The Methodists in Lindsay total 2262

III Presbyterianism in Lindsay.

The Presbyterian church comes third in Lindsay in point of seniority

About 1835 itinerant Presbyterian ministers began to visit the hamlet and preach in one log home or another Prominent among these missionaries was a Rev Mr Moore, from the Presbyterian church in Ulster The number of Presbyterian families increased during the next decade and in 1845, four years after Father Fitzpatrick had built his log chapel and the Rev John Sanderson his tiny frame Methodist church, the Calvinists determined that they, too would have a place of worship A lot was secured from the government on the south side of Francis Street about mid way between Cambridge Street and Victoria Avenue, and a log cabin, thirty feet long by twenty wide, put up on the northwest corner of the property by a congregational bee Everything was very primitive No ceiling extended below the rafters The walls were logs rough hewn and plastered Unlike the Catholics, who had provided a rude altar but no pews, the Presbyterians had at first no pulpit—not even a platform, in fact—while the congregation sat comfortably on rough planks supported on cedar blocks Some time later Thomas Ray and Hugh Moore added a low platform and a pulpit and substituted bench-legs for the cedar blocks The Crown Patent for the church lot was not secured until November 7, 1848 It was issued by the Earl of Elgin then Governor-General of Canada, to a board of trustees consisting of Samuel Smith, Andrew Hall, Duncan Fisher, John Diment, and Thomas Ray

For three years after the building of the church, the congregation was entirely independent and tended only by occasional missionaries In 1848 it was taken in charge by the United Presbyterian church and connected with the Presbytery of Durham The presbytery gave such supply as they could for the next three or four years but it was not until 1853 that the Rev Gilbert Tweedie, a licentiate of the United Presbyterian church, was ordained and inducted as the first regular pastor in the log church His field of labor covered Verulam, Ops Lindsay, and Mariposa Duncan Fisher, formerly an elder at Mount Pleasant, and Thomas Ray, ordained by Mr Tweedie, were the first elders

The Coming of Disruption.

The congregation was, in its simple way peaceful and prosperous, and if matters had been allowed to go on according to the best wishes of the people the Presbyterian church in Lindsay would have had a very different history for the next few decades. However, the Caledonian disruption of 1843 ultimately reached Lindsay and rent the church asunder. Had it not been for ecclesiastical interference from without, it is extremely doubtful whether any local differences would have produced the wide estrangement that afterwards existed. As it was Mr. Tweedie resigned in 1855 and several families withdrew from the log church to form the nucleus of a Free Church body which six years later became identified with the Canada Presbyterian church. The remainder of the original congregation continued in connection with the Church of Scotland. Thus, in Lindsay, instead of one united and prosperous Presbyterian congregation, two small parties struggled along through overwhelming difficulties.

For three or four years the Church of Scotland had no regular services in the log church. In 1859 the Rev. William Johnston was inducted as their first minister. In 1863, during his pastorate, a brick church was put up on the Francis Street lot. Mr. Johnston was succeeded in 1865 by the Rev. J. B. Muir, and on Sunday, November 25, Messrs. Neil McDougall, Thomas Robertson, and Godfrey McPherson were ordained as elders. Mr. Muir was followed by the Rev. Robert Dobie, and he in turn, in 1870, by the Rev. J. Allister Murray of Mount Forest.

The Canada Presbyterians were likewise without services for some time after separation. In 1856 Mr. Sharpe, a colporteur, was sent in by the Canada Presbyterian church to inquire into their state and prospects. He held some services in the old town hall on Cambridge Street (now Sinclair's Carriage Works) and in the Episcopal Methodist church building on Peel Street. In 1863 the congregation bought the northeast corner of Lot 8 on the south side of Peel Street, just west of T. A. Fisher's present grocery store, and on it built a church. Services were given by student missionaries and by members of presbytery from time to time. Such famous divines as the Rev. Mungo Fraser and Dr. Gibson preached here in their student days. Up to 1869 Thomas Ray was the only elder, but in that year C. Blackett Robinson, editor of "The Canadian Post," and Dr. Tweedie, then practising medicine in Lindsay, were added to form a session. In 1868 the Rev. Mr. Binny was inducted as the first regular pastor. He remained for five years. Then, in 1873, the Rev. Mr. Hoskins was called and inducted, but remained only a few months. He was succeeded in the latter part of the same year by the Rev. E. W. Panton, who continued as pastor for nearly two years.

The Church Reunited Once More.

In 1875 a notable event took place in the history of Canadian Presbyterianism when on June 15th the two sections of the church were happily reunited. In accordance with the recommendation of assembly that wherever there were two weak congregations they should if possible unite, St. Andrew's church on Francis Street and the Peel Street church at once proceeded to amalgamate. Both pastors resigned and the united congregations became St. Andrew's church, Lindsay.

All now worshipped in the Francis Street building. On June 22, 1876, the Rev. James Hastie of Prescott became the first pastor of the unified church. He was succeeded on June 17, 1884, by the Rev. Daniel McTavish, D. Sc., who was chosen by the congregation even before his academic course was finished.

The church edifice on Francis Street was now found to be far too small and new accommodation was sought. In December 1885 Mr. Wm. Needler offered to donate a site on the southeast corner of William and Peel Streets and to make cash subscriptions that would bring his total contribution up to $3000. A canvass was made throughout the congregation, who then totalled 266, and funds were raised to build an $18,000 church. On June 7, 1886, the corner-stone was laid by Dr. McTavish. A commemorative scroll was read by Mr. J. R. McNeillie, and an address delivered by the Rev. G. M. Milligan of Old St. Andrew's, Toronto. A hurricane which raged throughout the ceremony helped to make the occasion a memorable one. The church was formally opened on Jan. 2, 1887, by Principal Grant of Queen's University. It was seventy five feet long by sixty feet wide and was designed in the style known as "decorated Gothic." The architect was William Duffus of Lindsay, who also planned the convent, the Anglican church, and the Collegiate Institute. The elders at this time were Thomas Ray, James Watson, John Matthie, John McLennan, James Hamilton, Andrew Robertson and James R. McNeillie. The Francis Street building was now occupied for many years by public school classes and was demolished in more recent times to make way for dwelling houses.

In November 1887 a manse was built on the southwest corner of York and Peel Streets, just behind the church, and was taken over by Dr. McTavish. On July 11, 1889, he was succeeded by the Rev. Robert Johnston, B.A., a gold medallist in general proficiency in Arts at McGill University and a gold medallist also at the Presbyterian theological college at Montreal. In 1895 the Rev. J. W. McMillan, B.A., of Vancouver, was inducted. During his ministry, on January 21, 1900, a new Sunday School building of white brick was opened just north of the church. It was built by John Thorburn of Lindsay and had a seating capacity of 750.

The Rev. James Wallace, M.A., B.D., M.D., C.M., now of Renfrew, succeeded the Rev. Mr. McMillan in 1903. The present pastor, the Rev. F. H. McIntosh, has been in charge since 1915.

There are 1297 Presbyterians in Lindsay.

IV. The Church of England in Lindsay.

Fourth in order of seniority in Lindsay comes the Church of

England

The first service was held in 1855 in the old town hall by the Rev John Hickey, who had driven in as a missionary from Fenelon Falls In 1858 the Revd John Vicars was appointed incumbent, and a 99-year lease secured from the government on the lot on the south side of Kent Street, now occupied by the Post Office Here in 1859 a large frame church, in service for the next twenty six years, was erected

Prominent among the church members at this time were William Stoughton, T C Patrick, W D Russell G M Roche, Wm Bell, Dr Joshua Fidler, Wm Grace, Robt Lang John Thirkell Hartley Dunsford and John Bryans Messrs Stoughton, Fidler, Grace and Dunsford were among the early church-wardens In early times Mr T C Patrick took a prominent part in the music of the church and his mantle fell later on Inspector J H Knight who was long organist and choirmaster

The Rev W T Smithett succeeded Mr Vicars in 1872 In 1881 the Rev Vincent Clementi was appointed rector with the Rev S Weston-Jones as curate-in-charge The latter succeeded to the rectorship in 1893

In 1884 preparations were made to build a new church A Building Committee consisting of Wm Grace, D Brown Thomas Watters, Rev Weston-Jones, Adam Hudspeth and R L Bryans, and a Finance Committee, consisting of J H Knight, C D Barr, Dr Burrows J H Sootheran and G H Hopkins were duly formed Mr Adam Hudspeth donated a church site of half an acre on the south side of Russell Street between William and Cambridge streets and the Finance Committee purchased a quarter acre of adjoining land with a view to putting up a school house and a parsonage at some later time The plans adopted were prepared by Messrs Stewart and Denison Toronto The contract for constructing the church was awarded to Messrs McNeely and Watters, of Lindsay The corner stone was laid with Masonic honors on Dominion Day 1885 Most Worshipful Brother Hugh Murray of Hamilton Grand Master of the Grand Lodge of Canada, officiated The completed church was dedicated on November 25, 1885, by the Lord Bishop of Toronto and eleven assisting clergymen

The new church was built of white brick on foundations of Bobcaygeon limestone, 110 feet long by 59 feet wide Ohio bluestone was used for the facings On the northeast corner was a tower fifty feet high surmounted by a spire sixty feet high The latter was finished off with a finial of hammered iron The front of the church was lighted by a large triplet window, 14 feet wide and 22 feet high There were seven windows in the main walls on each side and five clairestorey windows in the upper walls supporting the roof The rear of the church was built in a half-octagon shape and was lighted by three windows The seating capacity of the church was reckoned at 550 The price paid to the contractors was $14 659 27 As all the expenses bore very heavily on the congregation, it was not until February 24, 1921, that the mortgage covering the church's debt was formally burnt

The Rev C H Marsh became the rector of this new St Paul's church in 1887 and today, in 1921, is still the incumbent The following curates have assisted him during his thirty three years of service in Lindsey —Rev Wilson McCann, B A, now deceased, Rev Carl Smith, of Brooklyn, N Y, Rev Archdeacon Perry, of Hamilton, Rev Dr Hallam, Lecturer at Wycliffe College and Editor of "The Canadian Churchman", Rev Major McIlmara, of St John's Church, Toronto Rev Kingstone, Rev Bilkey, of Brantford, and Rev G R Maconachie, who is still with him

During the first year of Canon Marsh's sojourn in Lindsay a school house was built on the church lot and in 1905 a building uniting the school house and church was put up at a cost of $1500 In the same year a new pipe organ, costing $2450, was installed A rectory was built on the church property in 1914 at a cost of $7000

According to the last census, there are 1394 Anglicans in Lindsay

V. History of the Lindsay Baptist Church.

The first local Baptist church was organized on Saturday, February 28th, 1863, when thirteen Baptists, resident both in Lindsay and in Ops, gathered in a private home for church fellowship These original members were Mr and Mrs Wm Thornhill Mr and Mrs Thomas Richardson Mr and Mrs David McGahey, Mr and Mrs George Calvert, John Calvert, Mr and Mrs William Garnett, Mrs Duncan Fisher, and Peter Fisher The meeting was presided over by "Elder" Alexander McIntyre, of Fenelon Falls William Thornhill and Peter Fisher were elected deacons at this time and John Calvert was given like office in the following year

Application for a building site was made to the government and two lots were secured, one at Hill Head near Reaboro, in Ops, and the other on the northwest corner of Wellington and Sussex streets, Lindsay The original Board of Trustees constituted in July 1865, were William Thornhill, Joseph Wilkinson, Peter Fisher, James Weir, and George Calvert

In 1865 the first minister, the Rev A A Cameron, was called He was succeeded in 1866 by the Rev Matthew Gold, who left in 1870 The church records for these early years are still sulphurous with the discipline meted out to fractious sheep of the flock

The congregation met for a time in a frame building on Cambridge Street South on the side of Dennis's brick livery barn Meetings were also held in the town hall About 1866 a chapel was built on the Hill Head lot and in October 1867 a frame church, 50 feet long by 30 feet wide, was put up on the Wellington Street lot and painted by a bee under the direction of Daniel Silver This church was formally opened with a tea meeting on January 13, 1868. During the sixties great financial assistance was gratuitously given to the church by Mr. William Craig, of Port Hope. Generous and unfailing support was also given, and for nearly half a century, by Mr. George Matthews, a native of Birmingham, who joined the church in June 1867 and was a deacon from May 1872 until his death in 1914.

In 1871 the Rev. John Cameron, of Claremont, became pastor. He was followed two years later by an Englishman, the Rev. Mr. Prosser. In January 1873 the Ops church members separated for business and the observance of ordinances and on August 23, 1873, twenty-one members were given letters of dismission and formed themselves into an Ops church. Various mutual arrangements have been made since that time with regard to pulpit supplies, but the exchequers and communion rolls have remained separate and distinct. Baptisms at this time were performed in the Scugog River, just above the Riverside Cemetery.

On March 3, 1878, the Rev. W. K. Anderson, who followed Mr. Prosser, preached his first sermon in Lindsay. The Rev. Mr. Anderson continued in this pastorate for nearly fifteen years, and was greatly loved by his people.

In 1885 negotiations were made for the purchase of the brick church and Sunday School on Cambridge Street vacated by the Bible Christians two years before, on their amalgamation with the Methodists. Temporary occupation had already been conceded to the Saved Army, under Captain Munt, but the zeal of that brief movement was fast evaporating. A bargain was finally struck between the Baptists and Methodists for a purchase price of $5274. Alterations were made. A new Gothic arch was cut through the wall in rear of the pulpit and an alcove, in which a baptistry was inserted, built in rear. Gas was also introduced to replace the oil lamps formerly used. The old church was sold for $2100, and converted into a dwelling-house. By October 1888 only $838 was still outstanding on the new church and George Matthews, then church clerk, promised to subscribe one-half of this amount if the church would raise the other half. The response was immediate and on November 10, 1888, a clear deed to the property was secured. A meeting for thanksgiving was held that same evening. The deacons at this time were Messrs. Matthews, Richardson, Silver, Mitchell and Harding.

The Rev. Mr. Anderson was succeeded in 1892 by the Rev. H. Ware, of Chatham. The latter was found dead in shallow water at Sturgeon Point on May 18, 1893. Subsequent pastors have been the Rev. Ralph Trotter, 1893-4; the Rev. L. S. Hughson, 1895-1903; the Rev. G. R. Welch, 1903-1911; the Rev. H. Bryant, 1911-1920; and the Rev. P. B. Loney, called in 1920.

The last census recorded 352 Baptists in the town.

VI. The Salvation Army in Lindsay

The work of the Salvation Army was begun with a public meeting in the present town hall at eleven o'clock on the morning of

July 29, 1883. Lieut. Frere and Sergeant Brodyard opened the campaign and were reinforced on the following day by Captain Wass. Special meetings were then held for six weeks in Bell's music hall on William Street.

A search for permanent quarters was soon made, and a building site secured on Peel Street, the present location. An old pioneer log cabin which stood on the lot was pulled down and cut into firewood in April 1884. The citadel for the Army was built during October and November 1884 by T. McWilliams. A spectacular street poster announcing the opening of the new building was headed, in flaring letters: "A big joke on the devil." The lot cost $1100 and the building $2000.

The first permanent officers of the Army in Lindsay were Captain Glory Tom Calhoun and Lieut. Breakneck James McGinley. This early period of their local history was marked by demonstrative conduct, incomprehensible to the town, and by unreasonable persecution on the part of the police. The Army, for example, determined to herald the incoming of the New Year in 1885 by a hallelujah procession, and marched up Kent Street at 12.15 a.m.—"beating their tom-toms" as one hostile editor put it. The whole contingent was arrested and spent the night in the council chamber. Their trial produced great excitement and the court room was so crowded that benches broke and several people were singed against the coal stove. Captain Calhoun was fined two dollars and his followers were dismissed with a warning. On another occasion the Army band made a gratuitous instrumental assault on the town band, marching round and round the latter while a public band concert was in progress and challenging the secular program with clamor and fanfare of hymns. The audience was put to flight by the excruciating chaos of sound. In the eighties, too, a female lieutenant, native to Lindsay, was courtmartialled and drummed out of the Army for refusing to discard her bustle. Still another young woman, Captain Berthe Smith, while kneeling in prayer in front of a Kent Street tavern, was brutally clubbed over the head by a zealous policeman and then given fifteen days in the county gaol for "loitering on the street." All these extravagances now seem very strange and far-off, for persecution has ceased and the Army has come to comprehend better the purposes of its venerable founder and has abandoned demonstration for zealous work amongst the submerged derelicts of humanity. Discretion has caught up with zeal and much good work has been done.

In March, 1921, under the effective leadership of Captain Pace, a new citadel was opened on the site of the earlier structure, which had been found inadequate. The cost of the new building was $13,000. It is a trim two-storey edifice of red brick, built on standard army lines. The ground floor is a Sunday School, known as the Junior Hall, and the second floor auditorium the citadel proper, capable of seating 300 persons.

The last census reported 118 Salvationists in Lindsay and the surrounding township.

VII. The Cemeteries of Lindsay.

The tribes of Northern Europe, from which we have sprung disposed of their dead by burial in the earth, with various religious rites. This ancestral form of burial is still universally followed in Victoria County.

The first Protestant cemetery in Lindsay was on the block bounded by Francis, Sussex, Colborne and Albert streets, where the Alexandra school now stands. About 1860 a new plot was purchased on the hill-slope in the East Ward at the southwest corner of Durham Street East and the town boundary. This cemetery was ready for interments on October 16, 1862. The grounds were unfortunately inadequate, and on August 24, 1870, the Riverside Cemetery Company was incorporated, and threw open a necropolis of thirteen acres on the east part of the south half of lot 17 in the fifth concession of Ops, about a mile south of the town. The first board of directors comprised the following:—President, J. S. McLennan; Secretary-Treasurer, Adam Hudspeth; Directors, D. Brown, E. Gregory, Joseph Watson, S. C. Wood, S. Bigelow, and J. Hamilton. Bodies were transferred from the older cemeteries to this new field on the bank of the Scugog. Newspaper files record that on May 22, 1876, a wagon, loaded with rotten coffins, three tiers high and surmounted by a nonchalant tobacco-smoking driver, passed down Kent Street on its way to the new place of burial. This cemetery is still in use.

The early Roman Catholic cemeteries were two in number: one, where most of the villagers were buried, on Patrick Murphy's farm near the Murphy school-house (school section No. 1) four miles south of Lindsay, and the other on King Connell's Point. In 1860 Father Farrelly blessed a new cemetery on the western boundary of the town, opposite the end of Mary Street. This burial ground was abandoned in 1897, during Mgr. Laurent's incumbency, when a plot of 23 acres on the west bank of the river, south of the town, was purchased for $2300 and greatly embellished.

Chapter XV.

Research into Pioneer Survival

Racial stocks in Canada are notoriously unstable. All who have considered the question know that the original pioneer families in some sections of the country have almost completely disappeared. At the time of the tercentennial celebration at Quebec it was stated that only some 400 French-Canadian farmers could trace back their holdings to grants from the French Crown. Ontario, though settled much later, makes a similar showing. In the township of Kingston, Frontenac county, only one farm remains with the family to which it was patented.

Great credit is due to these rare families. Their unbroken record of labor in a neighborhood makes them the real founders of its prosperity, and their ancestral tradition of occupancy gives them a love for their homes that makes for national stability.

Surviving Pioneer Families in Victoria.

The present writer undertook recently to discover what proportion of the original pioneer stock of Victoria is still to be found in the county. It was decided to treat only of those who originally received the land from the Crown. Permission was obtained to consult the Domesday Books in the vaults of the Crown Lands Department at Toronto and a list of all the Crown grants in the County (some 4000 in all) was laboriously copied out. This list was then checked, township by township, and according to lot and concession, with a recent directory of the county. Two lists, sorted out into alphabetical order, were then prepared for each township, one showing the names of the patentees whose descendents still hold the original farms and the other the names of the patentees still represented locally but not on the original farms. As many men received more than one parcel of land, only the number of patentees (and not the number of patents) were taken into consideration. All cases of double and multiple grants were eliminated by checking.

The net results of this research work are shown in the table which follows. Column "A" represents the number of men in each township to whom land was granted. Column "B" records the number of original patentees whose descendants (through the male line) still hold the original farms. Column "C" shows the number of patentees whose descendents (through the male line) are still to be found in the township but not on the original farms. Column "D" is the sum of "B" and "C," or the total number of pioneer patentees still represented in the county.

Township	"A"	"B"	"C"	"D."
Emily	458	53 or 14%	148 or 32%	208 or 45%
Ops	354	56 or 16%	89 or 25%	145 or 41%
Mariposa	417	22 or 5%	97 or 23%	115 or 28%
Verulam	245	23 or 10%	41 or 17%	68 or 27%
Fenelon	275	18 or 7%	53 or 19%	71 or 26%
Eldon	352	55 or 16%	85 or 28%	155 or 44%
Somerville	143	13 or 9%	18 or 13%	31 or 22%
Bexley	69	0 or 0%	7 or 10%	7 or 10%
Laxton	143	25 or 18%	8 or 6%	35 or 24%
Cardan	204	41 or 20%	42 or 20%	83 or 40%
Digby	50	9 or 18%	8 or 16%	17 or 34%
Dalton	117	24 or 20%	20 or 17%	44 or 37%
Totals	2828	352 or 12%	528 or 23%	881 or 38%

Remarks on the Statistics

Investigation thus shows that over one-third of the patentee pioneers of Victoria are still represented in the county by their descendants in the male line. The additional instances where their blood persists through their female descendants' intermarriage with other families still found locally would doubtless, if it could be traced, raise the proportion of pioneers surviving to over one-half. Further, many of the patentees unrepresented were land speculators and beneficiaries of grants to U. E. L. descendants, who did not settle on their lands but sold out later to others who did occupy permanently and may therefore be regarded as the real pioneers on such lots. A checked list of such pioneers by private purchase would raise our figures still higher, but its preparation is, unfortunately, impracticable.

The bona fide statistics for patentee survivals through the male line, as shown above, are, however, in themselves sufficiently remarkable. A record of 881 patentee families in a single county persisting for the better part of a century is most unusual in Ontario.

Close inspection of the individual townships brings out illuminating differences in their records.

Emily was the first municipality thrown open for settlement, yet it has the highest number of surviving families. There are 53 actually on the same farms and 208, or nearly one-half of the original total still in the township. The solid nucleus of this survival is the band of 142 families of Irish Roman Catholics who came in with the Robinson Immigration of 1825 and settled in the northern concessions of Emily. Most of these families still persist. It might also be noted that Humphrey Finlay, the first settler in Emily and therefore in the whole county, is still represented on Lot 15, Concession I, the original holding.

The original settlers of Ops were largely of the same Roman Catholic Irish stock (though only partially of the same immigration) and have shown the same phenomenal stability

In Eldon the patentees were chiefly Scotch and chiefly from Argyleshire. The degree of persistence here exceeds that in Ops and almost equals that in Emily Practically every surviving patentee family is Scotch.

Mariposa, Fenelon and Verulam were taken up piecemeal by English and Irish Protestants. The record in these townships has been somewhat spoiled by land speculators but even so it seems as if their pioneer stock had lacked the coherence of the more homogeneous settlements in North Emily, Ops. and Eldon

Bexley and Somerville were opened up much later than the six southern townships and the rest of North Victoria much later still Some patents in North Victoria are even dated in the present century Comparison with South Victorian townships is therefore very unequal If such a comparison be undertaken, it will throw into even bolder relief the remarkable stability of South Victoria and at the same time betray the essential non agricultural character of the northern townships In Bexley, the first northern area to be opened, not one farm remains with its original owners in the other townships the proportion ranges from one-eleventh to one-fifth No figures are given for Longford as that township was not patented to settlers

Persisting Pioneer Families in Emily.

There now follow lists for each township of the actual pioneer patentees who are (1) represented on the original farm and (2) represented otherwise in the same township. In the former list the farms are indicated. The concessions are shown in Roman numerals and the lots in Arabic numerals

The farms of the following 53 Emily pioneers were granted to them by the Crown and still remain in the same family —Moses Begley, X 16, David Best, I 12, Henry Best, I 13, James Boate V 22, William Boate, V 22, John Callaghan, XIII 9, Patrick Callaghan, VII 7, John Carroll, VII 16, Timothy Carroll, VII 16, Martin Carroll, VIII 10, Michael Costello, X 10, Timothy Dorgan, XI 14, Bartholomew Downey, IX 6, Thomas Fee, V 12, William Fee, V 12, Humphrey Finley, I 15, Dennis Fitzpatrick, VIII 12, James Flaherty, IX 22, Thomas Flaherty, IX 22, Daniel Flynn IX 10, Michael Flynn, IX 10, William Ford, II 8, George Franks VII 22, Martin Herrington, XI 6, Timothy Heenan, XII 3, Patrick Herlihey Sr XII 14, Patrick Herlihey Jr. XII 14, Patrick Hickey, X 10, Michael Houlihan, XII 7, Henry Jackson, II 18, David Kennedy XIII 3 and XIV 3, Wm Kennedy, XIV 2, Wm Laidley, IV 3, James Madigan XII 13, Michael Madigan XII 13, John Milloy, VIII 3, Peter Milloy, VIII 3, John Mitchell, IV 13, Timothy Morrisey, X 17, Patrick Murthe, XIII 13, Edward Morrisey, IX 14, Michael McAuliffe, IX 20, John McCarrell, III 18, John McFeeters, XIV 17, William McGahey, XII 2, Samuel McGee, II, 10, Arthur McQuade, V 9, Edmund O'Donnell, VI 23, John O'Leary, IX 6, Richard Padget, XIII 9, Bartholomew Piggott, XI 5, Daniel Piggott, XI 5, Edmond Piggott, X 4, John Scully, VII 2 and IX 2, Charles Shaw, IV 3 Henry Sheerin, III 17, John Smith, XIII 6, Dennis Sullivan, VII 20, John Sullivan, XII 21, Thomas Switzer, V 18, John Toole, II 4, Daniel Winn, VIII 2, Robert Winn, VIII 1

The family names of the following 145 original patentees are still to be found in Emily but not on the original farms —Edward Bailey, David Balfour, James Balfour, William Barrett, James Best, John Best, Wm Best, John Blackwell, Wm Bradley, Cornelius Callaghan, Jeremiah Callaghan Samuel Carew Thomas Carew, Edmond Callaghan Charles Chambers, Patrick Clancy John Clark, John Collins, Michael Collins, Dennis Connell, George Connell John Connell, Patrick Connell Samuel Cottingham William Cottingham, Samuel Davidson, Daniel Donoghue, Dennis Donoghue, Maurice Donoghue, John Dorgan, Francis Duffy Thomas Elliott Robert English, William Elliott, Henry Fee, Samuel Ferguson Daniel Fitzpatrick, Patrick Fitzpatrick, John Flynn Terence Flynn, Michael Flaherty, Patrick Flaherty John German Hugh Graham, Abraham Groves, Thomas Groves David Guiry, Sarah Hamilton, Abraham Henderson David Henderson Francis Henderson James Henderson, Robert Henderson, Thomas Henderson, William Henderson, Dennis Hennessy, Dennis Houlihan Wm Houlihan, Anthony Hunter Thomas Houlihan William Irwin John Jackson Michael Jackson, Robert Jackson Andrew Jamieson Samuel Jamieson, Henry Jones, Hugh Jones Humphrey Jones, Adam Jones, James Jones John Jones, Robert Jones, James Leidley, James Lang, William Lang, John Latchford, Michael Lowes, Richard Lowes, Geo Miller, John Miller, Wm Miller, Joseph Mills, Wm Mills, John Magee, George Mitchell, James Mitchell, Jeremiah Mitchell Robert Mitchell, Thomas Mitchell, Wm Mitchell, Zachariah Mitchell, Henry Moore John Moore James Moore, Thomas Moore, David Mulcahey Michael Mulcahey, Wm Mulcahey, James Murray, Peter Martha Martin McAuliffe Edward McCall, Isaiah McCall, James McCall, James McCarrell, Robert McCarrell, Wm McConnell, Anthony McDonald Wm McMullen, Dennis O'Connor, Neil O'Donnell, Francis O'Leary, Samuel O'Leary, Timothy O'Leary, Patrick O'Neil, George Padget, Wm Parker, John Pogue Eliza Patrick, Wm Piggott, Michael Powers, John Rehill Mark Robinson, Samuel Robinson David Rowan, Thomas Rowan, Robert Sherin Edward Sullivan, Michael Sullivan, Adam Thornton, David Thornton, John Thornton, Wm Thornton, Jabez Thurston, Wm Thurston John Twomey, Maurice Twomey, Elliott White Richard White, Wm Wilson, Samuel Windrim, George Winn Henry Winn, Simeon Wright

Surviving Pioneer Families in Ops.

Descendents of the following 56 pioneer patentees in Ops still hold the original farms today —Robert Blaylock, XI 5; Francis Brady, V 6, William Brady, V 6, Owen Carlin, VI 9, Arthur Collins, IX 15, John Connell, III 7, Wm Corley, IV 20, Charles Cornell, XI 7, Andrew Costello, I 22, John Cudahee, I 10, Patrick Cunningham, VIII, 15, John Deyell VIII 4 and 5, George Downey, VIII 5, Timothy Finnegan, II 18, James Graham ,II 24, Wm Graham, I 24, Peter Greanan, VI 6, Abraham Hartley, X 18, Sampson Hazelton, IV 21, Thomas Hawkins, VIII 5, Joseph Hickson, IX 6; John Hickson Sr, IX 6, John Hickson Jr , IX 8, Timothy Heenan, IX 19, Samuel Jameson, VII 8; Patrick Leddy, III 20, Thomas Lee, VI 5, John Logie VII 20, Isaac Moynes, II 28, John Murphy, V 11, Michael Murphy, V 11; Roger McHugh, V 14, Patrick McHugh, III 5, Michael McCabe, VII 5, David McGahey, VI 14, Wm McGinnis, XI 21, Alex McNeil, III 26, Elizabeth Pogue, X, 1, James Pogue XI 1, William Pogue, I 16, Charles Peel, XI 15, Thomas Ray, III 15, James Rea, X 6, William Rea Jr , X 6, Joseph Reynolds, VII 5, Robert Reynolds, VII 5, Wm Reynolds, VII 5, Thomas Robertson, VI 15, Edward Shaw, XI 2, Richard Shaw IX 5, John Shea, V 8, Mary Shea, V 5, Edward Tully, V 18, Peter Tully, V 5 and 18, John Walker, VII 15, Benjamin White, X 25

The following 89 patentees' families are represented but not on the old farms —Thomas Ball, Philip Bennett, Wm Best, James Blackwell John Blackwell, Wm Blackwell, Michael Brady, Philip Brady, Garrett Brock, Samuel Brown, Charles Burke, Elizabeth Burke, Patrick Burke, Robert Clarke, Catherine Collins, Timothy Collins, Richard Connor, David Cornett, James Cudahee, James Cunningham, John Cunningham, Joanna Curtin, John Ellis, Philip Farrelly, Daniel Finnegan, Patrick Finnegan Duncan Fisher, Patrick Fitzpatrick, Robert Finnegan, John Graham, Andrew Hall, James Hall, Cornelius Hogan, James Hogan, John Hogan, Patrick Hogan, Martin Hogan Richard Houghton Alex Hunter Francis Hutton, James Hutten, George Jackson, John Kennedy, James Kerr, Wm Jackson Patrick Lee, William Logie, John Lynch, William Lynch, James Maloney, John Maloney, Thomas Miller, Dennis Murphy, Samuel Magahey, Andrew Magee, Francis McCabe, James McCabe, Patrick McCabe, Bernard McGeough, Charles Naylor, John Naylor, John Nugent, Thomas Nugent, Maurice O'Connell, Patrick O'Connell, Samuel Parkin, John Peel, James Powers, Michael Quillan, David Ray, Thomas Rea, William Rea, James Reid, Wm Robertson, Thomas Robinson, Jeremiah Scully, James Shea, Thomas Simons, John Sloan, Robert Thorne, Daniel Twohey, Dennis Twohey, James Twohey, John Twohey, Thomas Twohey, James Walker, Ann White, George Wilson, James Wilson

Patentee Survivors in Mariposa.

The farms of the following 22 Mariposa pioneers are still held by their descendants —Hugh Cameron, III 9; John Campbell, XIV 10, Kenneth Campbell, XIV 10, Wm Clark, XV 2, Wm Copeland,

XIII 6, Hugh Dundas, VIII 22; Stephen Dundas, VIII 22; Wm. Eakins, VI 22; Robert Edwards, I 16; John Ferguson, V 2; Archibald Glenny, V 17, Samuel Kirkland, X 10, Daniel Lee, XI 15; Malcolm McArthur, XV 16, Andrew McKay, XIII 16, Donald McKinnon, II 3, Norman McLeod, XV 9, William McLeod, XV 8; Andrew McPherson XI 9, Thomas Smith, I 8; Charles Trusx, VII 2; Wm Wright, XII 6

Descendants of the following 97 patentees are found on farms other than those originally granted by the Crown; Henry Armitage, Jesse Armitage, David Benson, John Black, Abraham Bowes, Hollis Bowes, John Broad, George Brown, Peter Brown, Samuel Campbell, Donald Campbell, Hugh Carmichael, Donald Carmichael Aaron Choate, Jacob Choate, Nathan Choate, Thomas Choate, Ira Clarke, Paul Cole, Archibald Currie Thomas Clarke, Samuel Davidson, John Davidson, Seymour Dean, Theodore Dean David Dundas, Henry Dunn, James Emmerson, Ann Ferguson, Malcolm Ferguson, Martha Ferguson, Neil Ferguson, Robert Foster, Wm Galloway, Robert Glenny , Edward Graham, Elizabeth Grant, Hector Grant, Reuben Grant, James Hall, John Hall, Matthew Hancock Gilbert Harris, Robert Irwin, Stephen James, Benjamin Johnston Thomas Johnston, Amos Lake Francis Lane Richard Mark, Samuel Metherell, Bartholomew Mitchell, Christopher Mitchell, Jacob Mitchell, Donald McDonald, Jane McDougall James McElroy, Matthias McKay, John McKinnon, Neil McKinnon, Angus McLean, John McLean, Norman McLean, John McKague, Susan McTaggert, Duncan McTaggart, Robt McNab, Aaron Nichols, James Nicholls, Nathan Nicholls, Robert Nicholls, Austin Noble, Wm Patterson, Peter Philips, James Pogue Wm Richardson, Asa Rogers, Joseph Rogers, Joseph Russell John Scott, Sarah Sinclair, George Sowden John Spark, Lewis Styles, Joseph Tinney, John Thompson, James Tolmie, David Tripp, George Wallis, Samuel Webster, Wm Webster Jacob Whiteside, Hannah Williams, Edward Wilson, Lorraine Wilson, John Wylie, Isaac Yerex

Patentee Survivors in Verulam,

The following 25 Verulam patentees are still represented on their original farms —Wm Brandon, II 30, Wm Brown VIII 8, John Davidson IX 4, John Duggan, I 25, William Elliott, VI 28, Wm Flett, IV 32, Thomas Forest, VIII 2, William Foster, IX 31, Matthew Ingram, VIII 20 and 21, John Junkin, III 14, Wm Kennedy, II 2, Richard Middleton VIII 3, Robert Mitchell V 3, Peter Murdoch, VI 8, John McDonald, V 4, James McFeeters, VIII 1, James Prescott, VIII 28, Joseph Ray, I 14, Alexander Robertson, V 8, Robert Robertson, V 10 and 11, Irwin Simpson, IX 2, Thomas Steele, VIII 8, Carnaby Thurston, II 7, Henry Thurston, II 5, Jonas Thurston, IV 2

Descendants of the following 17 patentees are still in the township but not on the original farms —David Ball, Thomas Beatty

Alexander Bell, Henry Brandon, John Brandon, James Brooks, Mary Coulter, John Crowe, Edward Davidson Henry Devitt, John Devitt, Thos Devitt, Wm Devitt Andrew Finley, Robert Graham, Patrick Henderson, David Hunter, Garner Hunter John Hunter, James Junkin, Lancelot Junkin, Edward Kelly, James Kennedy, David Lamb, John Lamb, David Long, Wm Long, Lewis Meyers, David Murdock, James Murdock, Hugh McCallum James McCallum, Peter McDonald, Robert Parker Edward Prescott, Andrew Robertson, John Sproule, John Taylor, Christopher Thompson, George Thompson, Jabez Thurston

Fenelon Township Patentee Survivals

The following 18 Fenelon patents are still in the original hands — James Bate, V 6, Dougald Brown, IV 20, Amos Coates I 8 and 9, John Cook VI 9, Wm Hall, III 8, John Hay, X, 6, Charles Hare, X 3, John Irwin, XI 3, Joseph Littleton, IX 19, Angus McFadyen, III 15, Randal McFadyen III 15, Donald McKenzie, VI 1, Archibald McNeevin, V 21, Robt McNeevin, IV 20, Elias Palmer VI 24 Thomas Smithson, III 19 and 20, Robt Tompkins, III 1, David Scott Willock, VII 15

The following 53 patentees are represented on farms other than their own original holdings —Alexander Beggs, James Brien, Thomas Brien, Francis Brown, Donald Campbell, James Campbell John Chambers, Benjamin Clark, John Douglas, William Ellery, John Daniel, William Ellis, Ralph Faulkner, Samuel Faulkner, Duncan Graham, Thomas Graham, Wm Graham, Andrew Hall, Edward Hamilton, Andrew Hamilton, Francis Hay, James Hay, George Irwin, James Irwin, Robert Irwin, Wm Kennedy, Martin Lee, Wm Marsh, John Moffat, Isaac Moynes, Thomas Moynes, John McArthur, John McCarrell Colin McFadyen, Mary McKay Isabella McKenzie, Donald McKinnon, Alexander McNabb, Hiram Nelson Thomas Oakley, Margaret Patton, Henry Powell, John Powell, Margaret Powell, Thomas Rea, Dugald Sinclair, Richard Smithson, William Smithson, Thomas Tamblyn, Robert Thompson, James Wallace Robert Wilson, Joseph Worsley, George Wright

Eldon Township Patentee Survivals

The following 56 Eldon patentees' families still persist on the original farms —Mary Black, XI 17, Neil Brown, IX 19, Alex Cameron, VI 25, Alex Campbell, II 12, Archibald Campbell, II 12, Donald Campbell, V 20, Neil Campbell II 9, John Ferguson, XI 15, John Fraser, VII 22, Charles Fry, SPR 55-6, John Gillespie VII 11, Thomas Graves, X 20, Angus Logan X 20, Thomas Lyons, V 6, Moses Mitchell, NPR 53-4, Roger Moran, X 12, John Morrison, VI 20, James McAlpine, II 6, Duncan McArthur V 9, John McArthur, VIII 7, Peter McArthur, VII 7, Duncan McCorquodale I 2, Allen McEachern, III 11, Archibald McEachern II 22, Donald McEachern, V 15, Dugald

McEachern, IV 10, Duncan McEachern, III 15, Hugh McEachern IV 7, Lachlan McEachern, X 23, Malcolm McEachern, II 11 and 15, Neil McEachern II 10, Neil McEachern VI 6, Neil McEachern, VII 8, Neil McEachern, VIII 24, Ronald McEachern, II 20, Wm McEachern, VIII 24, Ann McDonald, II 23, John McDonald, III 19, Donald McFadyen, II 17, Samuel McFadyen, X 3, Dougald McGillivery, SPR 12, John McGillvray, VII 23, John McInnis, VIII 16, Malcolm McMillan, VIII 6, Neil McNabb, IX 20, Duncan McPherson, IV 4, James McPherson, IV 4, Colin McRae, VIII 23, John McRae SPR 30, John Nicholls, SPR 21, John Pearce, XI 21, George Ross, II 16, Duncan Smith, V 5, John Spence X 5, Wm Taylor XI 25, John Torrey, V 15

The following 99 patentees are represented on farms other than those originally held —John Bell, Duncan Brown, Frederick Brown, Angus Cameron Archibald Cameron, Donald Cameron, Ewen Cameron, James Cameron, John Cameron, Lachlan Cameron, David Campbell, Duncan Campbell John D Campbell, James Campbell, Hugh Campbell George Campbell, Peter Campbell, William Campbell, John Collins, Walter Coulter, Wm Dixon, Wm Dunn, Angus Ferguson, Alex Ferguson, Israel Ferguson, Donald Fraser, Thomas Fraser, Hector Frazer John Fry, Donald Gilchrist, James Gilchrist, John Gilchrist Alex Gillanders, Dugald Gillespie, John Gillies John Gilmour, Donald Grant, Finley Grant, John Grant, Roderick Grant, Wm Grant, Dougald Mathieson Wm Mitchell, Alex Munro James Munro, Thomas Munro, John Murray, Neil Murray, Alex McAlpine Donald McArthur, Margaret McCorquodale, Angus McCuaig, Angus McDonald Donald McDonald, Finnan McDonald Ronald McDonald, Thomas McDonald, John McDougall, Neil McDougall, Eachern McEachern, Farquhar McEachern John McEachern, Kenneth McEwan Peter McEwan Archibald McFadyen, John McFadyen John McInnes Allan McInnis Donald McInnis Alex. McIntyre Angus McIntyre, Archibald McIntyre, Andrew McIntyre, John McIntyre, Alex McKey, John McKay, Alex McLean, Hector McLean John McLean, Angus McLeod John McMillan Duncan McNabb, Archibald McPhail Andrew McPherson, Lachlan McQuarrie, Donald McRae Duncan McRae Farquhar McRae John Smith, John Sutherland Jr , John Sutherland Sr , John Thornton Wm Walker, Wm Williamson, Benjamin Wilson James Wilson, John Wilson, Wm Wright, Richard Uncles

Patentee Survivals in Somerville.

The following 13 patentees farms in Somerville remain with the original families —Ralph Byrne, VIII 3, John Coulter, II 2, Wm Cundill FR 12, George Eedes II 24, John Fell, I 13-14, Edward Hopkins I 7 and II 6, Wm Mason FR 10, Donald Murray FR 53, Thomas Smith, I 12, Isaac Watson FR 5, James White FR 55, Andrew Wilson, XIII 7; William Young, VII 2.

Descendants of the following 18 patentees are in the township but not on the original holdings:—James Blackwell, Benjamin Burtchell, George Cavanagh, Joseph Eades, Christopher Fell, Amos Feren, Eli Feren, James Mitchell, Alex Murray, Thomas Murray, Robert Magahey, Henry McGee, Roderick O Brien, Alexander Rettle, George Rumney, Richard Stewart, John Taylor, James Umphrey

Survivals in Bexley.

No farms in Bexley remain in the original hands The following 7 patentees are, however represented elsewhere in the township:—William Dawson, Richard Harrison, Lois Johnston, James Lytle. William Lytle, William Moore, Donald Murray

Laxton Township Survivals.

The following 28 Laxton patentees are still represented on the original farms:—Augustine Angers, XI 2, Gideon Bailey, III 6, Mary Bailey, IV 7, Alexander Boyce, XI 12, Peter Burgess, IV 11; Edward Butterworth, I 8 and II 4, James Campbell, VIII 7, Edward Commerford, III 13, Edward Elson, VII 7, Michael Foley, I 13, Frank Hero, XI 1, Richard Hoskin, XI, 11, Elizabeth Martin, IX 5, George Martin, VIII 5, Jesse Parkin, IX 12, G M Perkins, XI 5, John Perkins, XI 5, Wm Perkins XI 5, Edward Ryan, V 5, Henry Southern, V 6 and 7, Robert Staples, VI 2, Edward Stephens, IX 5, Cornelius Sullivan, III 10-11, James Wakelin, IX 2, Isaac Wicks, X 11, Wm Winterburn, VII 11

The following 9 patentees are represented on farms other than the original lots:—George Adair, Jesse Adair, George Armstrong, John Butterworth ,John Commerford, John Elson, James Gunn, Albert Southern, Daniel Staples

Survivals in Carden.

The following 41 Carden patentees' farms are still held by their descendants:—Mary Ann Barrett, VII 4, Edward Burke, IV 2; Patrick Cronin, VII 1, John Chrysler, IV 16-17, Moses Dack, III 12; Thomas Dack, III 13, Robert Dack III 15; Daniel Day I 22; Isaac Day, I 23, Joseph Deverill, VI 21-22, Charles Duggan X 8; John Finn, VI 8, Wm Finn, VI 8; George Fox, III 16; Wm Holder, IX 11; Robert Irwin, III 15, Wm Ivory, III 18, James Jacob VIII 12; George Jarrett, IV 25, Patrick Moran, II 7, John Mulleley, IX 12; Thomas Mulleley, IX 11, John McCrackin, VI 23-24, Robt McCrackin, VI 24, Francis McElroy, V 5, Andrew McNab, I 21-23, Jas McNab, III, 3, Daniel McNamee, VIII 5; Luke McNaney, IX 6, Pat McNaney, IX 8, Michael McNulty, V 5, Adam McPeak, IV 19, John Scott, I 6, Edward Sheehy, VI 2, John Teel, IX, 13, Artemus Thompson, I 19; Solomon Thompson, I 18, John Turner, VIII 23, James Wetherup, IX

26, Nicholas Whalen, IV 4, John Wilson, IV 22

Descendants of the following 42 patentees have changed farms within the township:—Wm Alton, John Barrett, David Bark, Elizabeth Chrysler, Thomas Crawford, Asel Day, Joel Day, John Deverill, John Drury, James Drury, Murty Duggan, David Finn, Michael Finn, Cornelius Foley, Daniel Foley, James Foley, Michael Foley, Alex Graham, Andrew Graham, Hugh Graham, John Holder, Caleb Martin, Anthony Moran, John Murphy, Michael Murphy, Joseph McCrackin, Charles McDonald, Hector McDonald, Margaret McDonald, Patrick McGee, Colin McNab, John McNeney, James McNulty, John O'Connor, John O'Donell, James O'Neill, John O'Neill, Thomas Preston, Perry Teel, Franklin Thompson, Andrew Wylie, Thomas Wylie

Digby Township Survivals.

The following 8 patentee farms in Digby remain in the original families:—Daniel Foley, I 34-35, Thos H. Gostlin, I 10-11, Robert Muir, III 37, Kenneth McDonald, II 30; James McFadyen, IV 27, Patrick McFadyen, IV 26, Francis Reid, III 23-26, James Suter, IV 35-36

The following 9 patentee names are still represented but on other farms:—John Bailey, Alex McDonald, Andrew McDonald, Daniel McDonald, John McDonald, Neil McDonald, Edward McFadyen, Richard Peel, Robert Tufts

Survivals in Dalton Township.

The following 24 Dalton patentees' farms are still in the original families:—Christopher Adams, I 17, Thomas Brooks, XIII 28, John Campbell, XI 16-17, John Carter, III 28, Wm Chrysler I 11, Wm Eldridge, VII 24, John Fleming, IV 21, John Gilmore, II 1, Frederick Gregg, VII 25-26, Thomas Hart, IX 26, Thomas Joslin, IX 28, Charles Kett, VIII 24, James Kett, VII 28, William Kett, VII 29; Thomas Morton, VIII 21, Wm McCutcheon, XIII 17-21, Alex McFadyen, III 27, Duncan McIntosh, IX 26, George Smith, I 26, Aaron Snider, IV 18, Robert Stein, XI 9-10, Henry Stewart, I 7; Joseph Thompson, III 16-17, Nancy Turner, IV 26-27

The following 20 patentees are represented on farms other than the original holdings:—Wm Adams, Thomas Braden, Samuel Camick, Alexander Cathcart, James Cathcart, Thomas Cooper, John Dewell, Robert Fleming, Edward Gardiner, James Johnson, Alex. Montgomery, George McLeish, John Oxby, Henry Powell, John Reid, George Sandford, Isaac Snider, Robert Young, William Young, Angus Snider

Chapter XVI.

Biographies From Past and Present.

Victoria county is as large as ancient Judea and larger than Attica. Remembrance of that fact and of the marvellous achievements of the Jews and Athenians should give us a non-parochial perspective in which to view the modest record of our own race and locality.

There follows below, a list of 146 brief biographies representative of the county's citizens during the past century. There are doubtless flagrant errors of omission and judgment. For the former, lack of time is responsible; for the latter, the author. None of the persons sketched has been approached in any way, and the record (based on press and similar sources) therefore lacks the invalidation of cash subscription, on which all modern manuals of current biography are based.

The first impression given by the list is that the native-born are few but eminent. Fewer than one-fifth have been born in Victoria county, but most of that minority have been far more distinguished, on the whole, than nearly all of those who removed here from elsewhere. In the academic world, we have the records of Edward Kylie, Frederick Smale, John F. McLaughlin, and R. J. McLaughlin. Dr. Alexander Ferguson and Dr. Robert Curts reached the very foremost rank in surgery. Pat Burns and Sir William McKenzie have excelled in the world of finance. John Campbell and Samuel Cornell have left their record in scientific husbandry. W. A. Sherwood was an artist of note. And F. P. McEvay and Michael Spratt became Roman Catholic Archbishops. Few of the county's "foreign-born" citizens measure up to these "native-born."

The second impression is that these native-born have had to leave their home county in order to secure recognition and distinction. Out of 52 federal and provincial members elected between 1867 and 1917, for example, only 2 (George McHugh and John Carew) were born in Victoria. The professional, industrial, and municipal life of Victoria shows a similar dearth of the county-born. The county's best individual records have been made abroad. Honor at home is traditionally non-existent.

List of Condensed Biographies.

Anderson, John (1830-1892).—Furniture maker. Born in Lanark Co. of Scottish parents. Married Jane Rankin. Furniture business first in Oakwood, and after 1852, in Lindsay. Reformer.

Baker, Charles Leon (1818-1913).—Merchant. Born in Quebec

Barr, Charles D (1848).—Born near Brockville, Ont On staffs of Montreal Gazette and Toronto Globe 1873, purchased the "Canadian Post" Lindsay Past President Canadian Press Association 1891, appointed Registrar of Deeds for Victoria county

Barron, John Augustus (1850).—Judge of the County court, Perth, Ont Born Toronto, son of F W Barron, M A, Principal of Upper Canada College, and Eleanor Thompson Married Elizabeth C C Dunsford of Lindsay Two sons, three daughters Called to the Bar, 1873 Practised in Lindsay Liberal member for North Victoria in House of Commons, 1887-1892 Q C, in 1888 Appointed to the bench 1897

Beall, Thomas (1828-1912).—Merchant Born in Cornwall, England Settled in Whitby Ontario, 1860 opened jewelry business in Oakwood 1883, transferred to Lindsay Married Mary Ann Hicks One son Prominent in fruit-growing 1879, won medal for grapes at Dominion Exhibition Prominent in South Victoria Agricultural Society and Ontario Horticultural Society Conservative, Anglican

Bell, Alexander (1803-1909).—Verulam pioneer Born in Fermanagh Life-long abstainer and non-smoker Lived to age of 106 At his death had 142 living descendants

Bick, George (1820-1891).—Verulam pioneer Held many municipal offices In 1886 ran unsuccessfully as Liberal Candidate in East Victoria Asst fire-ranger for 20 years Four sons one daughter

Bigelow, Obadiah (1834-1912).—Miller and merchant Born in Tecumseh tp, Ont 1844, brought to Lindsay by his father Hiram Bigelow 1857, married Lavina Davidson of Mariposa One son, one daughter

Bigelow, Silas (1830-1895).—Merchant Brother of foregoing, and in partnership with him 1854-1877 In 1863, married Lydia Bateman Two sons one daughter

Blackwell John (1772-1878).—Pioneer Born in Limerick, Ireland In 1796, married Miss Leeward of Limerick Settled in Emily, 1825, and moved into Ops 1835 Died aged 106 leaving 141 living descendants Wesleyan Methodist

Boyd, Mossom (1815-1883).—Lumberman Born in India 1833, settled near Bobcaygeon Married (1) Caroline Dunsford, who died in 1857, leaving 6 children, and (2) Letitia Cust, who died 1881, leaving two children Farmed 1833-42 Moved to Bobcaygeon and bought up Thos Need's mill, which ultimately became a huge enterprise Active advocate of Trent Canal Unsuccessful Conservative candidate in election of 1854

Boyd, William T C. (1859-1919).—Son of foregoing Later partner in business Several times reeve of Bobcaygeon Three sons (all deceased) and three daughters

Britton, Charles (1817-1913).—Merchant Born Port Hope, son of Jeremiah B Came to Lindsay with father, 1837 Two sons two daughters

Britton, John Wellington (1814-1885).—Brother of C B Took part in California gold rush of 1847 Great hunter

Broad, Thomas (1828-1905).—Born Cornwall, England, 1846, married Elizabeth Symons Three sons, four daughters 1850, came to Canada 17 years on Mariposa township council Many years J. P. and on county council

Broad, John (1830-1891).—Born in England, 1857, settled near Little Britain Tailoring, general store, postmaster for 27 years

Browne, David (1828-1907).—Born Tyrone, Ireland 1844 opened store in Lindsay Member of first town council, 1857 Collector of Customs, 1873-97

Burns, Pat (1856)—Multimillionaire rancher and meat magnate Born near Kirkfield 1879, went to Manitoba 1883, founded ranching and meat business at Calgary 1901, married Eileen Ellis of Victoria, B C One son Liberal 1915, honored by the pope by being made Knight Commander of the Order of St George the Great

Burrows, Palmer, M.D. (1841-1908) — Born Ottawa Married Charlotte Needler One daughter Medical health officer of Lindsay for several years

Cameron, William, (1838-1900.) — Born Argylshire, Scotland Brought as boy to Mariposa Held many municipal appointments almost continuously from 1859 to 1900 Home at Woodville after 1883. Seven children Presbyterian Liberal

Campbell, John (1847-1914).—Born on Fairview Farm, Mariposa Married daughter of John McKay of Woodville No children International fame as farmer and stock-breeder 1884, gold medal for having best farm in Ontario Best sheep breeder on the continent Swept all exhibitions in U S A. and Canada Independent Liberal Patrons of Industry candidate 1894 Presbyterian elder

Campbell, J. B. (1824-1891). — Pioneer, surveyor, etc Lived chiefly at Port Perry and Kinmount Unsuccessful Liberal opponent of John Fell in East Victoria.

Carew, John (1862)—Lumberman Born Emily township, son of John Carew and Jane Wilson 1885, married Margaret Kelly of Red Rock Three sons, five daughters President John Carew Lumber Co Ltd President Lindsay Central Exhibition Member for South Victoria in Ont Legislature, 1914-1919

Chrysler, John (1839-1918).—Farmer Born Pennsylvania. 1853, settled in Carden 1861, married Elizabeth Jane Plews of Carden Four sons, two daughters 25 years on township council Methodist

Connolly, John (1827-1902).—Ops farmer Born near Bailieboro, son of Nicholas Connolly of Tipperary Many years reeve of Ops Unsuccessful Liberal candidate for Dominion elections Seven sons, nine daughters Roman Catholic

Cooper, Joseph (1826-1910).—Printer and journalist Born in Killala county, Mayo Ireland 1847, crossed to U S A 1856, founded the Omemee Warder 1866, transferred it to Lindsay as the Victoria Warder Sold to Edward Flood, 1877 Later, in 1883, founded Lindsay Watchman, which he sold to George Lytle 1852, married Jane Baird One son, two daughters

Cornell, Samuel (1836-1884.)—Insurance agent and scientific apiarist Born in Ops Taught school in Ballyduff, Omemee and Millbrook 1868 settled in Lindsay Conservative Methodist Member Board of Education President Ontario Beekeepers' Association Distinguished in apiarian research Important contributions to the technical literature of his day Died suddenly but peacefully while at work among the bees in his garden

Cornwall, Vincent (1831-1915).—Physician Born in Trinidad Forty years a doctor in Omemee Warden of Victoria County

Crandell, George (1828-1904).—Born at Crandell's Corners, now Port Perry son of Reuben Crandell Life-long connection with local navigation Built or owned 8 steamboats and 22 barges For 23 years on town council of Lindsay Founder of summer village at Sturgeon Point Twice married, six children

Cruess, John (1827-1897).—Farmer Born Ohio 1827, came to Mariposa Married Eliza Betts of Pickering Three sons, one daughter Conservative M P P for South Victoria, 1888-90 Prominent Granger

Currie, John (1840-1911). — Born Monaghan, Ireland 1857, came to Canada Resided near Islay for 41 years Reformer, Presbyterian, township councillor, school trustee, postmaster Three sons, five daughters

Curts, Robert (1871-1916)—Surgeon Son of Rev James Curts of Oakwood Educated Lindsay Collegiate and Toronto University 1899, married Clara Wilson of Sussex, N J Three sons Settled in Paterson, N J First president of the Surgical Society of New Jersey Fellow and governor of American College of Surgeons One of the most eminent surgeons of New Jersey Head of great sewage enterprise in the state

Daly, Herbert (1882).—Son of late F J Daly, of Lindsay In 1918, Vice-Pres National Cash Register Co , and general manager in Toronto Director of the Home Bank President, H J Daly Co , Ottawa, (big departmental store) President, United Brass and Lead Co Vice-Pres J H Ogilvie Co , Montreal First Chairman, Dominion Labor Appeal Board Director of Repatriation and Employment

Davidson, Edward (1795-1887).—Army officer and pioneer Born Armagh, Ireland Served in Nova Scotia Fencibles in War of 1812, later in H M 16th Foot 1832, retired and settled in Omemee Ultimately lieut-colonel of local militia battalion Married Elizabeth Strowbridge Twelve children

Dean, William Warren (1830-1905).—Judge Born London, Ont , 5th son of Rev Horace Dean, pioneer U E L Methodist minister 1858, called to the bar Deputy Minister of Justice for Ontario under Hon Edward Blake 1874, appointed Judge of the County Court of Victoria Married eldest daughter of Gilbert Bogart of Belleville Two sons, two daughters

Dewart, William (1836-1912).—Born Dummer, Ont , 1860, opened store in Fenelon Falls Student of economics, whose articles, first published in the Can Illustrated News and later promulgated by the Manufacturers' Association played important part in shaping the "National Policy" of the Conservative party Married Jessie Graham, of Smith tp. Eleven children. 1880, moved to Rochester.

Deyell, John (1820-1911).—Ops pioneer, son of John Deyell, of Cavan, Ireland. Married Letitia Stinson. Six sons, one daughter. Methodist. Conservative.

Dobson, Hon. John (1842-1907).—Born Fermanagh, Ireland, 1861, settled in Lindsay. Grocer and liquor merchant. 1874, mayor of Lindsay. An intense Conservative. 1892, appointed to Dominion Senate. Anglican. Married Catherine Graham, of Cavan, Ireland.

Dormer, George (1838-1875).—Born Kingston, Ont., son of Dr. John Dormer, an eminent physician. B. A. from Laval University at 17. Three years in theology, then turned to law. Two years in partnership with Sir John A. Macdonald, Kingston. Opened practice in Lindsay, first as partner of A. Lacourse, then after 1864, alone. 1861, married Sarah Marsh, of Port Hope. Five children. 1871-72, mayor of Lindsay. 1872-74, Conservative M.P. for South Victoria. Roman Catholic. Died of consumption.

Douglas, George (1839-1915).—Postmaster. Born Peterboro. 1844, brought to Manilla, where his father had been made postmaster. On his father's death in 1850, he succeeded him, first as assistant to his mother and later in full charge. J. P. for many years. General store for 60 years. Liberal. Post office still in the family, after 77 years.

Duffus, William (1835-1892).—Architect. Born in Otonabee tp. of Scotch parents. 1857, came to Lindsay. A carpenter, who qualified as an architect by spare time study. St. Joseph's Convent, St. Andrew's Church, St. Paul's Church, and the Collegiate Institute are his handiwork. Roman Catholic, Liberal, town councillor, assessor. Eight children.

Dundas, John R. (1835-1896).—Merchant. Born, Drum, Ireland. 1847, came to Canada. 1864, married Miss Jones of Rochester. Six sons, four daughters. 1885, purchased interest in Needler and Sadler mill, Lindsay. 1882-87, represented South Victoria in House of Commons. President, Toronto Savings and Loan Co., Vice-President Central Loan Co.

Dunsford, Hartley (1814-1891).—Born in England, son of Rev. J. H. Dunsford. 1837, came to Canada. Deputy registrar of United Counties of Peterborough and Victoria. 1861, became first registrar of Victoria county. Anglican. Four sons, five daughters.

Dunsford, James W. (1814-1888).—Brother of H. D. Long reeve of Verulam. Liberal. 1861-67, member for Victoria county in the old parliament of the united Canadas. For many years police magistrate of Lindsay.

Fairbairn, Charles M. (1837-1911).—Farmer. Born near Lakefield. Early moved to Verulam. 1879, Warden of Victoria county. 1890-96, M. P. (Con.) for South Victoria. Three sons, four daughters.

Ferguson, Alexander (1853-1911).—Surgeon. Born in Eldon tp. 1882, married Sarah Jane Thomas of Nassagaweya, Ont. Two sons. Practised Buffalo, Winnipeg, and Chicago. Founded Manitoba Medical College. Professor of clinical surgery, Illinois State University. President, Chicago Medical Society. Surgeon-in-chief, Chicago General Hospital Pronounced by American Journal of Surgery to be "the cleanest and cleverest surgeon on the western continent" Devised many operations known by his name Awarded Commandership of the Order of Christ of Portugal, the highest honor that that country could bestow on anyone outside of royalty

Fidler, Joshua (1815-1887).—Physician Born Sussex, England 1846, settled in Lindsay 1852 married Laura Jellett of Cobourg Eight children Gaol surgeon for 22 years 1866-67, Chairman Lindsay Board of Education

Flavelle, John D. (1850).—Born near Peterboro son of John Flavelle and Dorothea Dundas 1873 married Minnie Cooper of Lindsay Three daughters 1864, settled in Lindsay and entered into business in Dundas and Flavelle Bros dry goods firm 1884, became manager of milling interests of the firm Has a reputation in two hemispheres for superlative skill in curling 1911, President Canada Cereal Co., a big milling merger 1915-21, Chairman of Board of License Commissioners for Ontario Chairman Board of Governors, Ross Memorial Hospital Chairman, Lindsay Waterworks Commission

Flavelle, William M. (1853).—Brother of J D F Settled early in Lindsay 1886 married Mary Helen Aird Four sons, two daughters Pioneer in cold storage business in Canada President, Flavelles' Ltd (cold storage and creamery) President, Dundas and Flavelles, Ltd, (dry goods business) President, Victoria Loan and Savings Co President Lindsay Cemetery Co Methodist Conservative

Fox, Samuel J. (1854-1911).—Born near Bowmanville Ont, of English and Scotch descent 1871, moved to Ops Worked at printing and in his father's brickyards, south of Lindsay, where he ultimately assumed control 1877, married Rosanna Free 1898-1911, M P P (Conservative) for South Victoria

Graham, Alex C. (1848-1919).—Born near Beaverton, Ont 1855, brought to Eldon Married Annie Stephens of Beech Lake One son, two daughters Taught school for 21 years, chiefly in Victoria county Clerk of 7th Division Court for 30 years, and postmaster at Victoria Road for 20 years Also a Police Magistrate and Secretary of North Victoria Agricultural Society Presbyterian

Graham, Henry (1832-1907).—Merchant Born Quebec Lived in Bobcaygeon Fenelon Falls, and (principally) Kinmount Married Elizabeth Taylor of Bobcaygeon Six children General store at Kinmount Commissioner and Justice of the Peace for over 25 years Liberal Prominent Baptist

Graham, John, (1807-1880).—Born Westport Mayo, Ireland 1830, settled in Ops first on Lot 18 Con I, later on Lot 13, Con II Colonel in the militia Methodist, and one of the first board of trustees of Lindsay church

Greener, James (1813-1897).—Methodist minister Born in North of England Pastor main Lindsay Methodist church, 1857, 1867-69 Founded East Ward Methodist Church, 1878

Gregory, Edmund (1830-1892).—Born in South of England 1851, settled in Millbrook, Ont 1857, came to Lindsay with John Knowlson and founded drug store Methodist Liberal Five sons, one daughter

Hale, George (1846-1910).—Journalist Born in Omemee 1870, together with his brother, W M Hale founded the Orillia Packet Prohibitionist, Anglican, Conservative 1874, married Marion Gow Two sons, two daughters

Harstone, J. C. (1853-1911).—Educationist B A and honor graduate Toronto University Principal of Lindsay Collegiate Institute, 1888-1908 A noble and lovable character and an inspiration to his whole student constituency Secretary of Lindsay Curling Club for many years

Head, John (1843-1895).—Born Stowmarket, Eng Elder of Lindsay Presbyterian Church Secretary of Tract Society and of Central Charity Committee President Lindsay Teachers' Association President Horticultural Society Member town council

Heaslip, Nelson (1841-1890).—Bexley pioneer, coming from Niagara district Presbyterian Conservative Warden of Victoria county 1883 and 1886

Herriman, Weston Leroy (1831-1908).—Physician Born in tp of Haldimand Ont Prizeman of first graduating class in medicine at Queen's University, 1855 Served in American Civil War and practised at Orono, Port Hope, and Lindsay Authority on scientific agriculture First secretary, Children's Aid Society

Horn, Andrew (1850-1892).—Born Ollon Scotland son of Alex Horn 1852, came with parents to Mariposa With father in woollen mill enterprise Director Mariposa Agr Soc and Lindsay Central Ex

Hudspeth, Adam, Q.C. (1836-1890).—Lawyer Born Cobourg M P (Conservative) for South Victoria 1887-90

Hughes, Josiah Charles (1843-1886).—Born Omemee 1862, went to British Columbia 1871, member of first legislature of B C 1878, appointed by Dominion Govt as Indian Agent for the northwest coast

Hughes, Lt.-Gen. Sir Samuel, M.P. (1853-1921).—Born Darlington tp, Durham co, son of John Hughes and Caroline Laughlin Twice married (1) to Caroline Preston (deceased), and (2) in 1875 to Mary, eldest daughter of H W Burk, ex-M P for West Durham One son, two daughters Teacher of English and History, Toronto Collegiate Institute, till 1885, when he bought the Lindsay Warder, which he edited till 1897 1872, champion of America in mile race in rowing 1897, Lieut-colonel commanding 45th Regiment Served with Imperial forces in South African War 1892-1904, M P (Conservative) for North Victoria Since 1904, M P for Victoria and Haliburton Prominent Orangeman 1911-16, Minister of Militia and Defence in Conservative Cabinet Foresaw the Great War and forced some measures of preparation on an unbelieving country Responsible for the astounding rapidity with which early contingents were mobilized Lieut-General, 1916

Hunter, John (1825-1892).—Born Dumfriesshire, Scotland 1845, came to Canada Owned grist mill and sawmill at Kinmount Postmaster and J P there for many years Several times reeve of Somerville

Ingle, George (1837-1918).—Builder and lumber merchant Born at Port Hope 1853, settled in Lindsay Planing mill, 1872-1918 Married Miss Matthews, of Millbrook Mayor of Lindsay, 1901-02

Jordan, William (1828-1909). — Born Cavan, Ireland 1834 brought to Canada and settled on shore of Sturgeon Lake Member of first councils of Fenelon tp and of Fenelon Falls

Junkin, John (1820-1904).—Born at Kest, Ireland At 19, married a wife of same age, and sailed for Canada the following year, with wife and baby girl Settled in Verulam Seven boys, five girls Liberal Methodist

Kains, Thomas (1850-1901).—Civil engineer Surveyed line of Victoria Railway In partnership with Hogg, issued first complete map of Victoria County Went west in eighties and became Surveyor-General of British Columbia

Keenan, Thomas (1812-1883) —Merchant Born Tyrone, Ireland Came to Lindsay about 1840, and opened general store After fire of 1861, built several fine brick blocks on Kent Street Extensive land-owner One of Lindsay's first magistrates An uncompromising teetotaler Liberal Roman Catholic Thrice married Father of 21 children

Kempt, George (1822-1885).—Born Cromarty, Scotland In business at Keene Belleville Kingston, and Newcastle 1853, settled in Lindsay General store, lumbering milling, grain-buying 1867, M P (Liberal) for South Victoria Sat for 5 years but refused renomination 1872, appointed sheriff of Victoria county

Kennedy, John (1835-1908) —Born Tipperary 1857, opened store in Lindsay For 34 years treasurer of Ops. Five sons two daughters

Kennedy, William (1838-1921).—Born Shercock, Cavan Ireland Came to Canada as a boy and spent most of his life in Bobcaygeon In government service for half a century and Superintendent of Public Works for Ontario for 17 years Anglican Two sons, three daughters

Kirkconnell, Thomas Allison (1862).—Educationist Born Prescott county, Ont , of Scotch-Canadian parentage 1885, B A degree from Queen's University in Mathematics and Science. 1879-1884, taught at Port Elgin Vankleek Hill, Madoc and Port Hope 1895-1908, principal Port Hope High School Since 1909, principal Lindsay Collegiate Institute 1906-09 member Advisory Council of Education for Ontario 1912 honored with LL D by Toronto University Baptist 1889, married Bertha Watson of Port Hope Four sons, Walter, Watson John and Herbert, and one daughter, Helen

Kirkconnell, Walter (1893-1918).—Eldest son of T A K In 1913-14, student in law at Osgoode Hall Captain 45th Regt and 14th Battn , C E F Member of First Canadian Contingent, August 1914 Killed in action, battle of Amiens August 8, 1918

Knight, James Henry (1831-1910).—Teacher and inspector

Born at Cowes, Isle of Wight. Taught at Dunsford and Millbrook. 1871, apptd. Public School Inspector for East Victoria. Held appointment over 30 years. Treasurer Upper Canada Bible Society. Head of C. of E. Temperance Society. President Children's Aid Society. Anglican. Organist, choir-leader, and hymn-writer. Four of his hymns in the Anglican Hymnal. Married Margaret Jane Noble of Sunderland. Two sons, one daughter.

Knowlson, Christopher (1804-1880).—Pioneer. As young man settled in Omemee. Conservative. Anglican. Lieut-colonel in militia. Held many municipal appointments.

Knowlson, John (1803-1886).—Merchant. Born in Yorkshire, England. 1817, settled in Cavan tp., Ont. Thrice married. 1830, appointed first postmaster of Cavan and held position till 1855 when he moved to Lindsay. 1840, an active temperance worker. 1852, retired from militia with rank of major. 1856, one of founders of the Lindsay Land Co., which placed the Purdy Tract on the market. Opened drug store in partnership with Edmund Gregory. Soon withdrew, and went into the building business. Chiefly instrumental in organizing first horticultural society in Lindsay. Developed grape culture at Sturgeon Point.

Kylie, Edward J. (1881-1916).—Scholar, professor, imperialist, publicist, author. Born in Lindsay, son of Richard Kylie. Educated Lindsay Separate School, Lindsay Collegiate Institute, Toronto University, and Oxford University. On matriculation from L. C. I. secured first class honors in Classics and English and History and Mary Mulock scholarship in Classics. On graduation from Toronto University won the gold medals in Classics and in General Proficiency and the Flavelle Travelling Scholarship of $750 per year for two years at Oxford. After a very distinguished course at Balliol College, Oxford, returned to Canada as lecturer and later Associate Professor of Modern History at Toronto University. Prominent imperialist, and Canadian secretary of the Round Table groups. Interested in town-planning, and associated with the Toronto Housing Company. Author of "Life and Letters of Boniface" and a contributor to Shortt and Doughty's "Canada and Its Provinces." During the Great War became Captain and Adjutant, 147th Battalion, C.E.F. Died of typhoid and pneumonia, 1916. Roman Catholic.

Laidlaw, George (1828-1889).—Born in Highlands of Scotland. Went to sea and visited Australia, Canada, etc. Grain-buyer in Toronto. Leading promoter of Toronto, Grey and Bruce, Credit Valley, Victoria and other railways, thus tending to focus the trade of the province in Toronto. 1871, bought a ranch in Bexley, on Balsam Lake, to which he retired in 1881. Four sons, three daughters. At his death, the Toronto press referred to him thus: "One of the strongest characters of his day. One of the epoch-making men in the commercial growth of Canada. No man of his generation did as much for the material progress of Toronto as he. He came out of his railway enterprises a poor man."

Langton, John (1808-1894).—Born in Lancashire, England. M. A.

of Cambridge University 1833, settled in Fenelon tp M P first for the United Counties and later for Peterborough 1856-1878, Auditor-General of Canada 1858, laid corner-stone of present University of Toronto building At Confederation, organized a system of public accounts for the Dominion 1878, superannuated

Leonard, James W. (1858-1910).—Born Epsom, Ont 1872-77, Midland Railway agent at Lindsay 1877-78, agent of Victoria Ry, Lindsay 1878-80, asst manager of Victoria Ry Later with C P R 1903-08, Asst Gen Manager, Eastern Lines 1908-11, General Manager, Eastern Lines 1911-19 Assistant Vice-President, C P R

Lownsbrough, William (1838-1919).—Born Unionville, Ont Many years farmer in Mariposa Member township council for 27 years Twice unsuccessful Liberal candidate in South Victoria Customs officer at Lindsay 13 years Methodist Three sons three daughters

Lynch, William V (1855-1897).—Physician Born Belleville, Ont Married Agnes McGuirk of Barrie One son Educated St Basil's College and Trinity College 1883, began practice in Lindsay Medical Health Officer Organized local branch C M B A

Lytle, Herbert John (1850)—Born Mariposa, 1878, self-taught graduate in Pharmacy Merchant in Cameron and Cambray Member Hogg & Lytle grain firm 1877-98, Clerk and treasurer of Fenelon Tp Past manager Lindsay branch Ontario Bank and Bank of Montreal Auditor of Lindsay Has published manual of municipal rate-tables

Magwood, John (1848-1901).—Born Cavan tp 1869 settled in Eldon In business at Victoria Road 1895 managing director, Victoria Loan and Savings Co, Lindsay Justice of the Peace Methodist Conservative Married Mary Staples of Eldon Four children

Makins, John (1833-1917).—Born Kingston, Ont, 1882, first graduate apprentice of Kingston Locomotive Works 1887, came to Lindsay and established foundry Sold out, 1898 to John McCrae

Mann, Sir Donald (1850).—Born Acton, Ont Foreman of lumber company at Fenelon Falls 1880, became contractor to C P R 1885, firm of McKenzie, Mann & Co established, which ultimately built up the Canadian Northern Railway system

Matchett, Thomas (1826-1900).—Born Cavan tp 1848, began drug business in Omemee 1859, married Letitia Jane Hughes Two sons, two daughters Treasurer of Emily 1867 elected by acclamation M P P for South Victoria and supported Sandfield Macdonald 1878, appointed county clerk and treasurer of Victoria

Matthews, George (1834-1914).—Born Birmingham, Eng 1851, came to Canada and farmed in Peterborough county 1859, married Ann Smithson Six sons, four daughters 1880 settled in Lindsay, where after a time he founded a pork-packing business, later "The George Matthews Co Ltd" with headquarters at Peterboro and plants at Hull, Peterboro, and Brantford Took great interest in Baptist denominational work

Matthews, George Sands (1867).—Son of G M Born in Lindsay 1885, married Frances Ratcliff Three sons, one daughter Director of

Matthews-Blackwell, Ltd Vice-Pres, Brantford Roofing Co Treasurer, Niagara Silk Co Vice Pres, Brantford Industrial Realty Co 1911, President Brantford Board of Trade Baptist Conservative

Maunder, Joseph (1842-1918).—Born Darlington tp Brought early to Manilla Business at Glandine, carriage factory at Little Britain, lumber business and flour mill at Lindsay Two sons Methodist

Middleton, T. A (1837-1900).—Born Fermanagh 1842, brought to Canada Taught school Grocery and greenhouse, Lindsay District agent, Mutual Life Assurance Co

Morison, John (1818-1873).—Born Greenock, Scotland 1849, settled as merchant in Woodville Postmaster, township treasurer, reeve of Eldon, 1867, Liberal M P for North Victoria in first parliament of federated Canada.

McDonnell, William (1814-1900).—Born Cork, Ireland 1830, brought to Peterboro Studied at Law School of Pennsylvania Settled in Lindsay in forties, and founded a tannery, and later a store 1852, supervised first census of Victoria county J P for Ops 1857, in Customs Office, Lindsay Lt Col in militia Composed both libretto and music for the 3-act opera, "The Fisherman's Daughter," put on at the Princess Theatre, Toronto Wrote novels of a rationalistic character, "A Man From Mars," "The Heathens of the Heath," and "Exeter Hall," whose sale ran into the hundreds of thousands Published two long narrative poems "Manita" and "Cleopa"

McEvay, Fergus Patrick (1852-1911)—Roman Catholic archbishop Born Downeyville, Victoria co Educated Lindsay Separate School, St Michael's College, Toronto University, and Grand Seminary, Montreal 1887, Rector St Peter's Cathedral, Peterboro 1899, Bishop of London, Ont 1908, Archbishop of Toronto

McHugh, Hon. George (1845).—Born Ops, son of Patrick McHugh, Sr, and Ann Walker Married Margaret O'Neill of Peterboro Two sons, one daughter Past President Reform Association of South and West Victoria 1886-1900, M P (Liberal) for South Victoria. 1901, appointed to Senate of Canada. Roman Catholic

McHugh, John (1842-1897).—Brother of G McH Married Margaret Faivey Two sons one daughter 1867, went to Iowa Founded Cresco Union Savings Bank President Iowa Stock Breeders' Association and director National Live Stock Association of America Outstanding orator and active politician 1882, appointed National Bank Examiner 1895, President Iowa Deposit and Loan Co Roman Catholic

McHugh, Patrick (1818-1868).—Born Ireland, son of Roger McHugh, a veteran of Waterloo 1832, the family settled in Ops 1842 married Ann Walker of Ops Seven sons, six daughters Represented Ops for several successive years on Council of United Counties of Peterboro and Victoria 1883, first warden of independent county of Victoria.

McHugh, Patrick (1846-1902).—Son of foregoing Born in Ops 1862, worked on Great Lakes 1884, elected to territorial legislature of Minnesota First county commissioner of Cavalier county Minn

Member of constitutional convention. Registrar of deeds, Postmaster at Langdon, Minn Large real estate and industrial holdings.

McIntyre, Duncan John (1841-1920).—Judge Born Tyree, Scotland Twice married. One son, two daughters 1847 brought to Canada Educated in Mariposa schools and Toronto Normal. Taught 3 years 1871 called to the bar and began practice in Lindsay 1883-88, M P P (Liberal) for South Victoria 1890, Q C 1892, Police Magistrate of Lindsay 1898 Junior Judge of Ontario county

McKenzie, Sir William (1849).—Born Kirkfield, Ont Married Margaret Merry of Kirkfield Two sons, six daughters Educated P S and Lindsay Grammar School Taught school, kept store, and contracted on G T R 1880 went west and contracted on C P R, doing much work in the Rocky Mts 1886, joined Donald Mann in founding McKenzie Mann & Co Developed Canadian Northern Railway system President Toronto Street Railway President Winnipeg Electric Railway President Sao Paulo and Rio de Janeiro Tramway Light and Power companies Director of many other companies

McKibbin, James (1808-1883).—Born Belfast, Ireland 1830, came to Canada 1853, became manager Bank of Upper Canada in Lindsay 1863, became division court clerk and crown lands agent, Lindsay 1839, county auditor 1878, one of first board of license commissioners

McLauchlin, W. H. (1824-1904).—Born Glengarry co Came to Mariposa in early forties 1850, married Philadelphia Pearson 1855 bought out tanning and shoemaking business of his brother, A A McLauchlin at "The Creek," Oakwood Ran mails for 24 years Liberal Methodist Prohibitionist

McLaughlin, John F. (1864).—Son of John McLaughlin, of Cameron, Fenelon tp 1883 gold medallist in philosophy at Victoria University Toronto 1891, lecturer in biology 1892, gold medallist in divinity 1893-94, post-graduate course at Oxford and Leipsic 1894, appointed professor of oriental languages, Victoria University At present Dean of the Faculty of Theology and Professor of Old Testament Literature and Exegesis, Victoria University

McLaughlin, R J., K.C. (1860).—Brother of foregoing Taught school in Laxton and Mariposa Studied law Honor graduate and gold medallist of Law Society of Upper Canada Took the most brilliant course ever recorded at Osgoode Hall Medallist, with maximum marks on record, in each of the three years of his attendance Unsuccessful Liberal candidate in North Victoria in federal election of 1895 Practised in Lindsay till 1909, when he removed to Toronto K C and corporation lawyer Senior member in law firms of McLaughlin, Fulton, Stinson, and Anderson (in Lindsay) and McLaughlin, Johnston, Moorehead, and Macauley (in Toronto)

McLennan, John (1830-1916).—Born Glengarry county, son of Roderick McLennan 1855, graduated in Arts from Queen's University 1861 founded hardware business in Lindsay 1862, married Helen Scott of Martintown, Ont Five sons one daughter Sheriff of Victoria co, 1885-1914 Presbyterian elder

McNeillie, James Richardson (1846). — Born Dumfriesshire, Scotland, son of James R McNeillie, (a school-teacher), and Rachel Kerr 1853, brought to Canada 1861-72, in Omemee, associated in drug business and municipal work with Thos Matchett 1872-75, in business dept of Montreal Telegraph Co, Toronto 1875-1900, Assistant Clerk and Treasurer, Victoria co Since 1900 Clerk and Treasurer A governor and sec'y-treas of Ross Memorial Hospital Chairman Lindsay Board of Education 1891-99 1909, President Canadian Conference of Charities and Correction Conservative Presbyterian Married (1) 1872, to Esther Thornton (deceased) of Emily and (2) 1882, to Loretta Gardiner of Morpeth Three sons one daughter

McNeillie, James Kerr (1874).—Son of J R McN Educated at Lindsay and after 1891 in practical service with the G T R and C P R 1915, made General Superintendent, Canadian Government Railways, Since 1919 Superintendent of the Susquehanna Division, Delaware and Hudson Railway

McNeillie, Ralph Gardiner (1883) —Son of J R McN Born Lindsay Assistant General Passenger Agent C P R, Winnipeg

McPherson, Donald (1747-1857).—Born Isle of Skye, Scotland Sailor on man-of-war under Admiral Howe 1821, came to Canada Patentee settler on Lot 8, Con IX, Ops Never ill in his life Died of old age at 110

McRae, Duncan (1823-1879.—Pioneer in North Eldon 1872, elected Conservative M P P for North Victoria Large lumbering business at Bolsover

McTavish, Rev. Dr. John (1818-1897.)—Presbyterian minister Labored 1854-74 in Eldon, Fenelon Cardan Thorah and Mara Remarkable for fearlessness, physical strength, and intellect

Norris, G A. (1824-1886).—Physician Born Kingston Ont son of Rev J A Norris, a Methodist minister Studied at Victoria Univ, and in London (Eng) and Paris (France) The first Canadian to pass the Royal College of Physicians Settled in Omemee Reeve for many years Conservative Methodist Twice married Five children

O'Leary, Jeremiah (1802-1894).—Born Cork co, Ireland 1830, came to Canada Taught school in Clarke tp 1836, married Sarah Loughlin Eleven children 1850, removed to Lindsay Clerk of Ops, 1850-92

Ray, Angus (1806-1884).—Born Islay Scotland Migrated first to North Carolina and then to Eldon settling near Lorneville about 1833 School-teacher, postmaster township clerk, farmer Presbyterian

Read, John L. (1830-1918).—Founded store in Bobcaygeon 1858 Several times reeve Thrice married Two sons Conservative Presbyterian

Reazin, Henry (1821-1902).—Born in Pickering tp Educated Toronto Normal and Toronto Univ. Taught at Whitby, Manilla and Lindsay 1870-1902, Inspector of Public Schools for West Victoria Twice married Seven children Quaker Conservative

Reazin, Samuel (1829-1907).—Brother of H R. 1850, married

Eliza Mills Two sons, three daughters Settled in Fenelon Several times reeve Justice of the Peace Lumber and grain business For 20 years foreman of the Sylvester Works, Lindsay

Russell, William (1881-1883.)—Born Kilkenny, Ireland Treasurer of Ops Twice warden of Victoria Married Caroline Dickinson of Emily Conservative Unsuccessful opponent of Hon S C Wood in South Victoria in 1879

Seton, Ernest Thompson (1860).—Born South Shields, Eng 1865, brought to Ops township Attended log public school at Farrell's Corners (east of Lindsay) and the Lindsay Grammar School Later became naturalist to the Manitoba government 1898, published "Wild Animals I Have Known" A score of subsequent publications on natural history Associate member R C A A

Sherwood, William Albert (1855-1919).—Born Omemee Educated local Grammar School Became prominent Canadian artist Many Canadian genre pictures and many portraits Lectures and magazine articles Associate Royal Canadian Academy Member Ontario Society of Artists

Silverwood, Albert E. (1876).—Born Oakwood Educ Oakwood P S and Lindsay C I 1901 married Eva M Ferris, of Lindsay One son, one daughter President and Managing Director of Silverwoods Ltd., London, Ont., dealers in cold storage products and mfrs of ice cream and butter

Smale, Frederick J. (1871-1908).—Scientist, business man Born in Ops, son of Isaac Smale Educ Lindsay Collegiate Institute and Toronto University 1892, while in first year at Varsity, won £150 scholarship with thesis on Phosphines 1895, degree of Ph D from Leipzic University Germany after three years of post-graduate study Appointed lecturer in chemistry at Toronto University 1900, entered Wm Davies Co., Toronto, where he became Assistant General Manager

Smale, Newton (1868).—Brother of F J S Liberal Unsuccessful opponent of S J Fox in provincial election of 1902 Assistant Manager, Victoria Loan and Savings Co

Spratt, Michael J. (1854).—Roman Catholic Archbishop Born in Lindsay Educ Lindsay Sep School, St Michael's College and Grand Seminary, Montreal Priest at Toledo, Erin, Trenton, and Belleville 1911, made Archbishop of Kingston

Stafford, Rev. Michael (1832-1882).—Roman Catholic priest and apostle of temperance Born Drummond tp Educ Theresa College, Montreal and Regiopolis College, Kingston 1859, ordained priest 1868-1882, resident priest at Lindsay His ceaseless fight against the universal drunkenness which debauched and impoverished the countryside is due more credit than any other single factor for the present prosperity of the county

Staples, Daniel (1837-1885).—Born Cornwall, Eng 1855, came to Canada 1863, settled in Laxton tp Township clerk for 18 years

Staples, Joseph (1826-1878). Born Cavan tp 1862, settled in Bexley Reeve from the very first Warden of Victoria for 2 periods of 3 successive years (1866-68 and 1870-72) 1887, unsuccessful Conservative opponent of A P Cockburn in Ont election 1872, defeated John Morrison, late member, in the Dominion election Did not run again in 1874 Married Miss Peel of Bexley Died of consumption

Stewart, Thomas (1856-1918) —Lawyer Born Ormestown, P Q. 1852, brought to Lindsay 1877, admitted to the bar and began practice in Lindsay Married Lillian Greig of Oshawa Two sons, one daughter Liberal in 1905 and 1908, unsuccessful opponent of S J Fox in provincial elections Presbyterian elder Over 30 years a member of Lindsay Board of Education, and Chairman of Board 1900-1912

Sylvester, Robert H. (1847-1914) —Born Inniskillen, Ont 1873 married Miss M J Clemens of Darlington tp. One son, three daughters In early eighties began large factory of agricultural implements in Lindsay in partnership with his brother Richard Took part in Fenian Raid campaign, 1866 1903-13, Lieut colonel in command of 45th Regiment Conservative Anglican

Twomey, Jeremiah (1820-1895).—Born Cork co , Ireland 1853, established blacksmithing business in Fenelon Falls Large real estate holdings 1855, married eldest daughter of P Power Eleven children

Vrooman, Adam Edward (1847).—Born Brock tp , son of James Vrooman and Rhoda Johnston Educated Lindsay Grammar School and Trinity University Degree of M D Practised as physician in Little Britain and Lindsay 1873, married Mary daughter of R F Whiteside, of Little Britain One son, one daughter 1900, elected Conservative M P for South Victoria 1911-15, M P P for West Victoria Methodist Conservative

Walker, David (1838-1908).—Born in Ops, son of John Walker and Catherine McDonough 1868, married Mary O'Connell Four sons. Reeve of Ops, 1874-1897

Walker, Frank (1840-1888).—Brother of D W Lawyer Ten years at Regiopolis College, Kingston, in classics, philosophy, and literature 1865, settled in Dubuque, Iowa. Married Nellie Leyden of Dubuque Three sons, six daughters 1873, partner in firm of Walker & Rhomberg Law, loans, real estate Many large enterprises Died at Capri, Italy

Walker, John (1796-1880).—Born Tyrone Ireland 1817, married Catharine McDonough May 1831, came to Canada and settled on Lot 15, Con VII, Ops At his death his descendants numbered 137

Wallis, James (1810-1893).—Born Glasgow, Scotland 1832 came to Canada Built up big lumbering business at Fenelon Falls and so helped to found the village Built and owned steamer "Ogemah" Later retired to Peterboro

Walters, Thomas (1838-1904).—Born Blackdown, Devonshire, Eng 1853, brought to Portsmouth, Ont Served apprenticeship in local shipyard and became master ship-builder 1865, settled in Lindsay Built steamers "Champion," "Commodore," "Victoria," "Nipissing," etc Many dredging operations and other contracting for Dominion Govt. 1880, appointed Superintendent of Public Works for Ontario

1887-90 mayor of Lindsay Twice married Seven children

Weldon, Jesse (1810-1891).—Born near Ottawa, of English parentage 1834, settled on Lot 19, Con X, Mariposa. First president of first temperance society in Mariposa Methodist Liberal

Whiteside, Jacob L. (1837-1880).—Born near Holland Landing, Ont 1842, brought to Mariposa 1871 married Harriet Grace Power and moved to Toronto to study law 1878, became barrister 1879, took degree of Bachelor of Laws 1880, appointed stipendiary magistrate in Haliburton county

Whiteside, William N. (1840-1888).—Physician Brother of J L W and 3rd son of R F Whiteside 1863, graduated with honors from Toronto Medical College Served as army surgeon with northern U S army in Virginia Finally settled at Beeton, Ont 1874, married Joanna Prior, of Mariposa Two children

Wilkinson, Joseph (1817-1891).—Born Northumberland, Eng 1853, carriage maker at Lindsay 1855 settled on site of Cambray and founded saw and shingle mill Married Sarah Jarvis Three children

Wood, Hon. Samuel Casey (1830-1913).—Born Bath, Ont. Taught school Then kept store at Taylor's Corners, Oakwood, and Port Hoover First clerk and treasurer of Victoria county, 1881 Liberal 1871 elected M P P for South Victoria 1875, entered Mowat Cabinet Successively Provincial Secretary and Registrar, Commissioner of Agriculture, and Provincial Treasurer 1883, left legislature to become manager of Freehold Loan and Savings Co, Toronto Later director of many other corporations 1854, married Maria Parkinson, of Mariposa Three sons two daughters

Workman, Hugh (1832-1895).—Born near Mt Pleasant. 1853, married Margaret Henderson Two sons five daughters Came to Lindsay and secured mail contracts Large livery business 1889, large mills at Minden

Wylie, Thomas (1841-1915).—Physician Bred in Mariposa 1868, graduated as M D Practised in Manilla, Duntroon, Stayner, and Toronto Twice Conservative M P P for West Simcoe

Chapter XVII.

Problems in Development

The development of Victoria county is a striking phenomenon. Those whose imaginations have kindled at descriptions of migrations of the human swarm through the gloomy forests of Northern Europe, should find even greater fascination in the invasion, one hundred years ago, by the same North European races, of the forbidding forests of a new continent.

The wooded wilderness which their toil has hewn into the modern county of Victoria was more than half as large as the modern province of Prince Edward Island. Shallow contours, imperfectly drained, impeded travel and menaced farm development even after the forest had been slashed and burned away. An endemic plague known then as "fever and ague" but now identified as a form of malaria, propagated by the mosquito host and by it alone, killed off more than one-third of the population and prostrated most of the remainder for a time.

Nor were these natural enemies the only obstacles to settlement. The rectangular survey system, now universally condemned, platted roads over almost impossible courses up rocky escarpments and across marshes, isolated farmers from one another in a way now known to have been quite unnecessary, often set up farms containing only a miserable fragment of tillable land, and almost doubled the road lengths and distances between villages. Worse still it helped to promote speculation, and the absentee speculating landowner was almost the worst human enemy of the genuine settler. The worst enemy was the tavern keeper, who plied his vampire trade at every cross-roads and sucked out the economic and moral life-blood from the community. Near one village in Eldon, for instance, almost every farm, up the whole concession, passed from the hands of bankrupt families, despoiled and debauched by the village tavern.

In spite of all these foes, however, the pioneer race succeeded through sheer, dogged toil in establishing a civilization in South Victoria. Roads gradually improved, railways were built to provide access to outside markets, drainage reclaimed great areas of swamps, speculators' unimproved holdings were bought and cultivated, and prohibition slowly came to save the county's manhood from demoralizing exploitation.

In North Victoria, an equal if not greater expenditure of human effort was made, but the land was not suited for agriculture. The heroic but misguided attempt to establish farms in the face of nature's refusal resulted in despair, the emigration of the enterprising,

and the penury and frequent degeneration of the remnant who could not or would not leave the region.

Attendant on the rural development of the county, came the growth of villages, chiefly from the germ of a mill-site and mill as in the cases of Omemee, Lindsay, Bobcaygeon, Fenelon Falls, Little Britain, Kinmount, and Coboconk. Industries such as lumbering, gristing, tanning, and wool-working, which were based on the natural products of the countryside, fed the village growth. Where railroads focused the streams of raw material, as at Lindsay, industrial development soon created a town. Fenelon Falls and Bobcaygeon, being even closer to the timber resources of the north, once excelled in lumbering but have dwindled with the disappearance of those resources.

The passing of the forests and the change from cereal farming to mixed farming have affected town and village industries all over the county. In Lindsay, for instance, lumbering has only a shadow of its former importance and gristing is almost a lost art. The cause of the latter decline is not far to seek. In 1884, Lindsay exported 700,000 bushels of wheat and 800,000 bushels of other cereals; by 1906, over 90% of the wheat used in the county was imported and county mixed grains were insufficient for local chopping. A new system of mixed farming was feeding the grain to the stock and making profit out of the animals.

The result of these changes in the fundamental products of the county has been a rapid decrease in the size of all the villages and a slackening (though not a cessation) in the growth of Lindsay. The rural population has also diminished strikingly. From 1886 to 1920, the county, apart from Lindsay, dropped from 25,133 to 18,810, a loss of 6,323 or more than 25%. The assessment rolls for 1919 show that a county population of 26,690 (including Lindsay) comprised 7880 in the town, 2548 in the four incorporated villages, about 2872 in nineteen unincorporated villages and hamlets, (or 13,300 in all town and village communities), and 13,390 in the open country.

Economic and social maladjustments are obvious in the situation. No scientific attempt has been made to put each part of the county to its best use. Everywhere the attempt has rather been to impose indiscriminate agriculture on reluctant land. Where man has conquered, the result has been a farm. Where nature has conquered, the result is North Victorian desolation. Further, no scientific attempts have been made to adapt town industries to changed economic conditions. The county's chief present output—its stock—passes out to larger centres without any active relationship whatever to local industry. Nor has any effort been made to correlate a scientific development of the county's resources with an industrial utilization of those resources.

Socially, a lack of community organization has left the majority of rural citizens housed in discomfort, lacking in hygiene, and isolated socially and intellectually from their fellows (as compared with dwellers in the town.)

Essentials of Modern Civilization.

In any plan for reconstruction and human betterment, nothing is lost by a preliminary statement of ideals Professor Flinders Petrie has claimed that the three essentials of civilization are (1) justice, (2) security, or the permanence of justice, and (3) toleration Based on these minimum fundamentals of the nation, we may, however, seek to set up the following necessary possessions of the individual if our civilization is to be wholly sound —(1) economic sufficiency, (2) health, (3) social intercourse, (4) education, and (5) recreation

The only true wealth is human life. The accumulation of wealth for its own sake or for the sake of unnecessary indulgences, is only vicious if human beings are thereby denied the right to normal development outlined in these five points. The aim of a nation's development, if it is a true nation and not merely a vast, multiplying swarm of human animals, is to secure equality of opportunity for all of its citizens to enjoy the results of human labor For this the individual requires little wealth but there is a minimum below which distress becomes acute and not only the amenities but the very necessities of life a matter of struggle Economic sufficiency is therefore the first essential Prosperity is useless without health, and health needs the aid of recreation Finally ,man would be but brutish without education and social intercourse to fit him for a place in modern life.

These essentials are still far from being met. With the collapse of wartime prices, the farmer's income is far from being an adequate return for his work. The average farmer's net income in the United States is $640 per annum of which $322 represents interest at 5% on capital invested and $318 the wage for his year's hard labor. This estimate does not include the value of home rental or the value of farm products used in the home. Figures are not available for a town like Lindsay but private knowledge could quote many instances of individual hardship The further development of the community depends so much on its prosperity and consequent ability to pay, through taxation, for the amelioration of communal life, that all plans for reconstruction must begin with a basic study of county economics.

Knowledge Needed, Then Planning.

A thoroughgoing survey of the county is needed to provide this basis of accurate knowledge on which to build a scientifically and economically sound county. Experts should be hired to record the nature of the soil on all land, occupied or unoccupied. Their report should mention the crops—grains, roots, stock, hardwood forests, softwood forests, etc —for which each tract is best suited They should also note any outstanding problems of rural life and development. And, finally, they should make an assessment of the actual revenue-producing capacity of every parcel of land

Given this definite information, the county council could then proceed to lay plans for future development. The aim should be ultimately to adjust each part of the county to the use for which it is best suited and from which the best permanent (though not necessarily the best temporary) profit will come. It is folly to kick against the pricks and to strive to put land to wrong and inferior uses. Nature will make a final adjustment in the long run, perhaps cruelly, as by the present withering away of the North Victorian population, and it would be the part of wisdom to fight with her rather than against her.

In the seven townships of North Victoria there are over 200 square miles of waste land available for reforestation. The Counties Reforestration Act 1911 (1 Geo V c 74,) gives county councils the power to acquire, plant, and manage forest reserve lands. The only limitation is that debentures owing for the purchase of such land must not exceed $25,000 at any one time.

The economic desirability of county reforestation is overwhelming. Most of the timber of the north country is gone. Most of the lumbering businesses of the county have been starved out of existence. Trees are the only crop that the country can grow. Their provision and supervision would allow certain industries to work on in perpetuity. A poplar reserve, for instance, worked in a ten-year cycle, would guarantee virtual immortality to a book-print pulp-mill. Other trees could be worked on much longer cycles for wood-turning and furniture-making.

Such plans would, however, be a waste of public funds unless an efficient system of fire-prevention were set up. Millions of dollars' worth of timber have been burned away in this county in the past and every reserve would be sure to go sooner or later unless precautions were taken. Fire wardens are perhaps too expensive for individual private lumber firms, but the county, or better still Victoria, Ontario, Peterborough, and Haliburton counties jointly, ought to be able to maintain an aeroplane fire patrol. Chimney-screens for railroad and traction engines should also be insisted on, campers warned incessantly, and reckless fire-lighters jailed without the option of a fine.

Minor reforestation schemes should include (1) the planting of woodlots on most farms and their permanent maintenance according to a policy of annual selective harvesting and replanting, (2) the placing of clumps of trees in the corners of fields to serve as shelter for stock, and (3) the planting of trees along all highways. At the present time the tendency is all the other way and our county roads (such as the Fenelon Road) rendered bare and ugly by the slashing away of every tree, large or small.

Correlated with the establishment of forest reserves in North Victoria, there should be plans for (1) removing that unfortunate portion of the population which occupies land unfit for sustaining civilized conditions, (2) fish farming in the North Victoria waters, (3) game farming in the forests, and (4) reserving park areas adjacent to the main water systems, with a view to adjusting the territory to summer recreation.

A great economic problem which the county has already considered is that of rural transportation. Heavy expenditures on good roads have already been made under the Ontario Highways Act whereby province, town, and county contribute to the construction of main highways in the ratio of 40 to 30 to 30, and to maintenance in the ratio of 20 to 40 to 40. As the importance of the work is now taken for granted, it will be unnecessary to do more than reiterate some well-known truths.—(1) In some parts of the county (and especially of Ops), macadam sinks quickly and unfailingly into boggy subsoil. (2) S. A. Cummiford, Chief Engineer of the Toronto and Hamilton Highway Commission, has shown that the average annual maintenance cost per mile is $70.38 for concrete surface and $3,393.01 for macadam surface. (3) Permanent county roads should not be wider than is necessary for two vehicles to pass with ease, otherwise costs soon become prohibitive. (4) Part of the county cost could quite equitably be levied on the farmers immediately benefited after the manner of the urban frontage tax, leaving only a fraction of the expense to be raised by general levy. (5) Debentures should not be issued for a period longer than the durability of the work. Permanent paving, grading, and diversions could be financed on a 40 to 50 year basis but the cost of temporary surfaces should never be spread over more than 10 years. Otherwise posterity is being made to pay for something it will not get.

Municipal Planning in Lindsay.

In Lindsay a scientific survey, followed by development planning, is also a present need. The enabling legislation for such a work is to be found in the provincial Planning and Development Act (8 Geo. V. c. 28), by which any municipality may prepare a development scheme, subject to the supervision and approval of the Ontario Railway and Municipal Board (Donald M. McIntyre, K.C., Chairman.)

The two chief municipal concerns in such a development scheme should be (1) a physical reconstruction on a zoning basis, and (2) a revision of the whole system of assessment for taxation.

The former problem is difficult because the town has already grown haphazardly for over eighty years. The ultimate aim should be, however, (1) to restrict all new factories to a given area and gradually to remove existing ones to the same area. (2) to make residential sections inviolate from railways and factories. (3) to extend park areas, and (4) to set up a standard for all new dwelling-houses. For instance, the existing railway up Victoria Avenue is a crime against the town. By building a swing bridge near Carew's sawmill, trains for the north could be sent out by the old Midland line through the East Ward and the fine 100-foot avenue (laid out to match with Kent Street) could be retrieved for the town. Then, perhaps, the disgraceful north half of the Kent-Cambridge-Peel-Victoria block and the equally disgraceful west half of the Peel-Cambridge-Wellington-Victoria block could be cleaned up—the former turned into park, an extension of the existing Victoria Park, and the latter built up with beautiful residences. The southern one quarter of the town, adjacent to the Grand Trunk railway, or the northeast area of the town, adjacent to the C.P.R., are logical factory areas and might well be reserved for that purpose.

A magnificent piece of town-planning, now doubtless impracticable, would have been the earlier reservation of the six blocks bounded by Angeline, Kent, Cambridge, Peel, and Henry streets for public buildings and contiguous park areas. On this space we already have the Town Hall (of dubious architecture), the public library, Victoria Park, the Armouries, the Central School and the Collegiate Institute with their grounds and the Ross Memorial Hospital. Insert a county girl's residence west of Adelaide Street, a park-girt community hall east of Albert Street, and a park area north of the Public Library and Fire Hall and the picture is complete.

A more feasible operation would be the further development, on both sides of the river, of McDonnell Park, and the acquiring of the Murphy property on Adelaide Street, as a community playground and park.

The effects of planning a zone system for Lindsay would ultimately be the beautification of the town, the increased efficiency of industry, and the all-round improvement of the residential section. It would however take a long time fully to realize the scheme unless drastic and very costly action were taken.

Much easier, except for the lack of trained valuators, is a revision of our land assessment. There has been in the past no more vicious source of economic evil than the rapacity of the rent-sweating landlord and the real estate speculator. Land assessments have been inflated, real development has been hindered, and the few have battened on the injury of the many. A single tax on land, aiming at communal ownership, is one radical suggestion. But in a country like Canada, where the majority of citizens are private owners and where the governmental policy repudiates the common ownership theory of Henry George, a confiscation of rent by a single tax on land values would be a social injustice.

An increment tax on land transfers would restrain at least the speculator. For this, a special scientific assessment should be made of all land on a basis of its actual revenue-producing capacity, for this is the only sound business estimate of its worth and puts local taxation on a reliable foundation. Then in the case of any sale of real estate, a heavy tax should confiscate for the community the greater part of any excess in price over this actual value. Where tried, as in England since the budget of 1909, this system has discouraged speculation and benefited investors by setting up a sound standard of values.

In the case of vacant land within the town limits, taxation should be levied on its revenue-producing capacity as agricultural land, provided it is kept under cultivation. If left idle, the rate should be doubled or trebled. When the time comes for it to be sold for building purposes, a tax should be levied on the difference between its revenue-producing capacity as agricultural land, and its revenue-producing capacity as building-land, and a very heavy surtax on any excess in selling price over the latter value.

Another provision needed to safeguard the town against speculators is an ordinance that waterworks, sewerage, and sidewalk must be provided at the owner's expense before any land is placed on the market for building purposes.

For the present too, an area of about one square mile of agricultural land lying in the northeast and southeast corners of the town, might very well be turned back to the township of Ops until the growth of the town justifies the extension of modern improved building in these directions. When such extension comes, it should be kept in mind, moreover, that a system of narrow residential streets (never more than 40 feet in width), faced with narrow but deep lots, reduces the cost of improving the land (by paving, sewage instalment, etc.) to one-third of that paid at present, and yet provides more air space and garden space.

For successful development of the East Ward additional bridges across the Scugog are desirable. At present the town is like a huge wasp, with its swollen halves joined only by two bridges, both in the very centre of the town. The gap between Colborne Street East and Colborne Street West is as great as if the streets lay in different counties.

Scope for a Voluntary Organization

It has been found by experience that many problems of civic development can be more effectively studied by a democratic but voluntary organization, a Civic Improvement Club or something of that nature. Such a club should not, of course, encroach upon the prerogatives of municipal councils and other existing corporate bodies. Its functions should not be executive so much as educational and inspirational. It is hard to inaugurate reforms in advance of the average intelligence of the people, and a municipal council is so busy with the multitudinous details of administration that it has little time for serious community study and none at all for educating public opinion up to the need of breaking new ground. The voluntary organization, on the other hand, can study community problems and by stimulating popular knowledge and ambition make possible the advances which the civic fathers would otherwise have felt impossible.

The natural nucleus for a Civic Improvement Club in Lindsay is the Board of Trade. There have been seasons when the Board has seemed little more than a commercial club with the sole idea of forcing higher profits for retail merchants. Such an ambition stultifies the Board and defeats its ends. If, however, it were to seek first the righteousness of community regeneration, prosperity would doubtless be added in due time.

A tentative organization for a Civic Improvement Club would

include an Industrial Committee, a Community Improvement Committee, a Health Committee, a Community Study Committee, a Recreation Committee, and an Agricultural Committee.

The Industrial Committee should determine as precisely as possible the nature and range of the town's economic possibilities, the extent of adjacent natural resources, and the probable future size of the town under healthy development.

A general principle to be observed is that industries in the small town are not likely to prosper unless they are supported by local supplies of raw material. The Flavelles Ltd. cold storage and creamery business is a case of successful adjustment to local resources. A county reforestration scheme would probably stimulate local woodworking. A modern abattoir in Lindsay would support both meat and tanning businesses at lower cost. (At present butcher's meat from Ops farms has to come to Lindsay shops via Toronto, thus involving double freight.) Again, light soil in North Emily and Southeast Eldon, now misapplied to cereals, might be sown to potatoes for the support of an industrial alcohol factory. The importance of this latter industry, in view of the certain ultimate ascendancy of industrial alcohol over gasoline, cannot be overestimated.

Above all, there should be no mad rush to secure large industries transcending and out of relationship with the county's resources. The highest good of a town does not lie in the income of its retail stores but in the healthy life of its people. Now the small town has the most human type of existence, for here neighborly experience—lost in the country by isolation and in the city by congestion—finds its strongest expression. The social value of the town cannot be over-stated. It is the seed-bed of the primary social virtues that grows from simple, direct, personal relationships and interchange of services, and from it come a disproportionate percentage of the leaders of the nation. Any sudden industrial growth which would menace this healthy social town life is therefore to be deprecated.

Finally, the Industrial Committee might study local commercial possibilities, eliminate waste by establishing joint delivery systems, encourage existing industries, and provide an attractive town label for all goods shipped.

The Civic Improvement Committee, with its nucleus in the present Horticultural Society, might accomplish some of the following undertakings:—(1) Further beautification of streets, parks, and homes. (2) Removal of all bill-boards and posters. (3) Holding of Old Boys' Reunions. (5) Renaming of town streets after men prominent in local history, (e. g. Purdy Street instead of Huron Street, Britton Street instead of Ridout Street, and McDonnell Street instead of York Street.) (5) Publication of civic booklet, including a choice series of views.

The Community Health Committee might well have the Medical Officer of Health as its chairman and should in any case seek to strengthen his hands by educating the public in every possible way.

Some of its aims might be as follows:—(1) Aim at ultimate 100% instalment of waterworks and sewerage. Lindsay, with 70% of all houses served, is far above the average but should not be content until the other 30% are linked up. (2) Seek a proper system of sewage disposal by means of septic tanks. At present McDonnell Park might better be named "Cesspool Park." All trunk sewers should be diverted to septic tanks and the aseptic product used for farm fertilization. This system would permit of the extension of sewerage through those areas which drain into the Scugog above the locks and have hitherto been without service. (3) In the meantime have all well-water (with that from farms also) tested free of charge in the L. C. I. laboratories. (4) Inaugurate a garbage system. (5) Build a public lavatory. (6) Improve fire protection so as to remove the present insurance surtax of 10 per cent. (7) Continue clean-up days. (8) Have public health talks. (9) Keep printing health articles in the press. (10) Get health literature for distribution, dealing especially with sanitation and the filth fly. (11) Work for proper inspection of butcher's meat, and the protection of all saleable foodstuffs from contamination by flies and dust. (12) Agitate unceasingly for medical inspection, first of every school-child and ultimately of the whole community. Neglect in this matter is the most glaring crime of the present day. Every child has a right to all the safeguards that the modern community can give him. Every child should have a registered medical history sheet which should follow him through life. Such medical supervision is not Prussianism, it is even more than a privilege, it is the right of every modern child. The denial of that right dooms thousands of children, the country over, to unnecessary inefficiency and disease, and even to premature death. An awakened public conscience in Lindsay should force action in this matter.

The Community Study Committee, which should have a definite rapprochment with the Board of Education, Night School Board, and Public Library Board, might undertake the following projects:— (1) Transform the Public Library by installing bulletins and reports on specific items of civic consequence and 200 or so volumes dealing with the fundamentals of civic intelligence. (2). Conduct a social survey of the town, stressing especially occupation, income, family expenses, secondary education, church capacity and attendance, charity, forms of recreation and social life, and disease and mortality statistics. At present, for instance, nobody knows how many people in town are below the financial deadline and nobody seems to care. (3) Conduct a permanent course of community study by means of a civic forum, lectures, open discussions, reading courses in civics and municipal management, and annual charting and graphic representation of the doings of the local municipal government. (4) Awaken community interest in continual education for the adult population. The present Night School offers instruction in absolutely anything for which there is a popular demand, and that practically without charge. Education should not be regarded as a childhood pursuit. It rests with the public to help itself to advanced instruction all through life

The Recreation Committee should plan the following:—(1) vision of children's play One afternoon last spring, after school hours, a swarm of boys and girls could be seen on the Central School campus engaged in a promiscuous and wildly immodest rough-and-tumble purporting to be a game of rugby football! (2) Fitting up public playgrounds with swings, tennis courts, quoits, etc The town is shockingly lacking in playground equipment (3) Provision of facilities for swimming, a riverside pavilion with separate dressing-rooms for the sexes, and competent instruction in swimming (4) Preparation of a careful yearly program whereby celebrations, picnics, athletic contests and a schedule of sports are all provided for

The Agricultural Committee should consist of perhaps ten town members, the county Agricultural Representative, and the presidents of the several U F O clubs throughout the county Its task would be the statesmanlike one of unifying the divergent viewpoints of town and country populations by making them conscious of their common underlying relationships

Farmer and townsman alike usually forget that Lindsay does not consist merely of that territory within its incorporated limits but rather includes all the countryside which is tributary to it From the economic point of view, farmers in Ops are as much part of Lindsay as if they worked in its factories Municipal boundaries have no commercial significance

Unfortunately, there is a moral cleavage between town and country as wide and deep as any Old Country class distinctions The townsman asserts supposed superiorities of sophistication and occupational specialization and treats the farmer as an alien, who must, however, be conciliated for the sake of trade The farmer has been retaliating in recent times by an hostility which, though deprecated by U F O statesmen like Drury, is kept alive by such class-conscious fanatics as J J Morrison Both attitudes are in utter contradiction to the main tendency of economic relationships

The aim of the Agricultural Committee should therefore be to bring about a conscious identification of fortunes Let trade dealings be based on mutual fair play, free from attempts at sharp practice Let rest rooms be provided for farmers' wives, and ample parking accommodation for farmers' automobiles And let there be careful study of all problems in common, so that town and country may realize their essential unity

Rural Community Organization

The plans which have just been outlined for the town of Lindsay can also be adapted to rural communities

Humanly and vitally considered Victoria county, apart from Lindsay, consists of some 24 civic centres or villages, each of which is the focus of a geographical area For permanent reconstruction, we need each of these smaller areas, whose people can get together frequently, to set up active community organization for social life, self-study and improvement and economic interests Without abounding life in these local communities, no country-wide plan of development can ever hope to succeed

The institutions of the community centre should be —(1) a farmers' exchange or co-operative business office, (2) a school-house, as a centre for study clubs, lecture courses, debates, etc., (3) a church, as a centre for community ideals, and (4) a community hall like that at Little Britain, as a recreational neighborhood house owned and managed by the community A consolidated school building might perhaps serve as farmers' office, school, and community hall as well The main thing is to give community interests a hearthstone

As the vitalizing voluntary organization which should accomplish the work of community-building one might begin with an existing U F O club The ultimate objective should be a Community Council, containing representatives of the U F O club, Women's Institute, church, and school Committees might be appointed to deal with Finance, Community Study, Rural Health, Community Improvement, and Recreation A Community Secretary is also important if the work is to function

The Finance Committee would really be a business concern, an even greater development of the U F O plan for co-operative buying of equipment and marketing of products

The Community Study Committee would probably consider the following —(11) the adaptation of the crops of their area to the findings of the County survey already referred to, (2) systems and methods of farming, including crop rotation, seed and variety selection, tests of different thicknesses in clover seeding, tillage, and the maintenance of soil fertility by manuring, (3) local problems of labor, machinery, and equipment, (4) business methods in buying and selling, (5) standardization of crops or live stock for the community, (6) securing of rural credits on community security and for productive purposes only In all of this, the help of the County Agricultural Representative would need to be accepted, as well as the advice of pertinent economic literature The principle of co-operation would need to be worked to the uttermost It is quite conceivable, for instance, that a farming community might employ an expert accountant to handle its book-keeping

From the financial stringency of the present year, it should be realized that more than haphazard farming methods are needed to make agriculture yield an adequate reward Efficiency of co-operative organization based on the fullest knowledge of local needs will more than justify the energy required for its establishment

In connection with the whole problem of increasing the farm output, one might at least refer to the French system of domestic manufacturing during the winter months We might perhaps picture 1000 Victoria county farm homes co-operating in the winter output of small standardized wood by-products—boxes, buttons, toys, flutes, utensils, etc , utilizing training in woodworking received in manual training classes in consolidated schools, using small lathes in each home, run by Hydro-electric power, drawing their wood supply from the county forest reserves, and selling their standard products co-operatively.

The Study Committee should also encourage school training in agriculture for boys, domestic science instruction for girls, and a study of all community problems by the whole community.

The Rural Health Committee should aim at a definite health policy for the community. At the community centre there should be a nurse, hospital service, a community clinic and perhaps community baths. The study of rural health should be promoted and a definite scheme of rural sanitation drawn up by a competent physician.

Rural communities have been without health programs in the past and it has come to be true that "preventable diseases are largely rural diseases." Federal authorities have found that 70% of all farm wells are contaminated and the water unfit for use. We find most wells on porous ground on a lower level than the barn, the pigsties, and the manure heap. Privies are without sanitary safeguards. Rural schools are notoriously unsanitary in their privies and water supply.

Sanitary equipment can be installed in any farmhouse with an ease that would astonish the owner. Such installation should be the aim of the Rural Health Committee.

It should also seek to give every individual, and especially the children, thorough medical inspections at regular intervals. Medical history sheets could be kept on file at the community clinic. Some such system is a right to be claimed for every member of modern civilized society.

The Community Improvement Committee could seek to reserve and beautify squares and parklets in the central village, to plant shade trees and fruit trees along all highways, to encourage beauty and variety of architecture in farmhouses, and to plan the laying out of village buildings whenever possible. Most villages are a spectacle of sprawling disorder, though some such as Kirkfield, are noteworthy exceptions.

The Recreation Committee might include the following in its program:—(1) community picnics and socials, (2) holidays and celebrations, (3) dramas and concerts, (4) supervised cinema programs, (5) entertainment courses, (6) sports contests, (7) inter-community contests, athletics and debates. Its work is vital for the organization of the community, for daily life on the farm is stark isolation, compared with town life, and frequent community gatherings would help to establish that neighborly cohesion which is so lacking in the country.

A question which lies rather outside the scope of each community committee is the consolidation of rural churches. It is questionable whether any centre in the county except Lindsay can really support more than one strong church. Fenelon Falls, with an adult church attending village population of not more than 150, is attempting to pay the expenses of six. Unification is needed for efficient survival, and experience elsewhere (especially in New Ontario) has shown that best results are obtained from a federation scheme whereby the several congregations are enrolled according to their original denominations and on removal to other centres receive letters of transference according to this original alliance. This confederation of small churches helps to bind the community together in a way otherwise impossible.

Limitations to Development Planning.

Such, then, has been a tentative plan for the further development of the county towards higher civic life.

It is undeniable that we need far sighted and comprehensive plans based on accurate scientific knowledge. We are too familiar nowadays with a hectic religiosity that is so busy looking for signs of a supernatural millenium that it has no concern for the slaughter of little children by preventable diseases. Equally dangerous is the impulsive blunderer who tries to push through small superficial schemes based on imperfect knowledge. We must have broad, accurate knowledge of our problems, organization to plan reconstruction, and public education to make action feasible in a democracy.

Planning is, however, only a means to an end and not an end in itself. That end is economic security, health, social intercourse, and intellectual and spiritual growth for all. Unless the end is attained, the plan is worthless.

Planning is largely dependent, too, on individual enthusiasm and idealism. Unless action is directed and propelled by vigorous community patriots, the highest achievements are necessarily impossible.

Further, development cannot take place in advance of financial feasibility. Wherever municipal action is involved, the burden-bearing capacity of the tax-payer provides a danger-limit beyond which expenditure cannot go.

Finally, the most perfect development system would be sheer mockery if the population were to die out. Rural Victoria has dwindled from 25,133 to 18,810 in 34 years. That the decrease is in children and not in the older generation is shown by the fact that in West Victoria alone the children of school age have fallen off from 6,583 to 2,479, while the householders have actually increased by 482. The result is an average of half of a child of school age to each household, or one such child to every two homes.

Beyond certain limits, the cry for "fewer and better babies" is based on a ghastly misconception. If a population is even to hold its own, an absolute minimum of four children must be born into every family. Statisticians have shown that of these four, two either die in childhood or do not marry when grown up. Two only then of the second generation are left to represent their two parents. At one child per family, a population of 2,000,000 would die out in 200 years, at two per family, it would dwindle to 7,812, and at three per family, it would stand at a scant 195 085. Only at four per family would it

hold its own. All this is a case of natural laws and is no more debatable than the axioms of mathematics.

The family is the fundamental unit of the state. There can be no enduring civilization apart from the healthy life and affection of the family. A race that pursues after the froth of modern life and fails to maintain and hallow the great office of maternity will soon shrivel away. Is this to be the end of the virile stock that wrought out our county from the wilderness?

INDEX

Agricultural history 60—73
Agricultural societies 69—71
Alcohol 14, 244
Algonquin River 121
Anglican Church, Lindsay 212—214
Area of Victoria 19
Argyle village 45

Baptist Church, Lindsay 214—5
Bexley township 74—77
Biographies in brief 228—243
B. L. & P. railway 57 151
Bobcaygeon village 55—8 137—9
Boer War 188—192
Bolsover village 46
Bonuses to railways 16, 148
Burnt River village 80

Cambray village 51—2
Cameron village 52
Canada Company 14, 29
Canadian Pacific Railway 22 151—2
Canadian Post 112
Carden township 82
Cemeteries, Lindsay 217
Central Exhibition, Lindsay 70—2
Champlain, Samuel de 75, 128 130—31
Church history 202—217
Coboconk 77—8
Collegiate Institute, Lindsay 174—7
Co-operation forms of rural 72—8
Corson's Siding 78—9
Crop Statistics 80—1

Dairying in Victoria 63—5
Dalton township 83
Depopulation, factors in 173,—4, 180, 245, 258
Digby township 82—3
Downeyville 27
Dunsford 58
Educational history of Ontario 164—170
Educational problems 178—180
Education in Victoria county 171—7
Eldon township 40—47
Emily township 24—25

Escarpment, great limestone 117—118

Federal politics 159—161
Fenelon Falls village 49—51, 140
Fenelon township 47—53
Flint-working 128

Geology 10, 119—121
Ghost Island 74
Glacial period 119—120
Grand Trunk Railway 18, 147—9
Grange and U. F. O. 72—73
Highways 43, 75, 248
Hospital, Ross Memorial 110
Hughes, Sir Sam 180, 186, 190, 182, 234
Huron Indians 122—132

Ice Age 118—120
Indian life and customs 128—8
Indian ossuaries 129
Indian period 122—134
Indian villages 123—126, 133
Irondale, Bancroft & Ottawa Ry. 151
Iroquois Indians 130—132

Kinmount village 80
Kirkfield village 46, 141

Laxton township 81—2
Libraries 170—171, 177
Lindsay, town 91—115
" , Academy of Music 111
" , banks 104—5
" , canal works 138—142
" , churches 202—217
" , civic improvements 105—111
" , commercial 102—105
" , fire 93—100
" , hospital 110
" , House of Refuge 103—110
" , incorporation 88
" , industrial 103—5
" , invasion 84—96
" , lighting system 105—8
" , mayors 28—3
" , post office 110—111
" , press 112—113
" , sewerage 107—8
" , sport 113—115

" , streets ... 108—6
" , survey ... 92—3
" , water supply ... 106—7
Little Britain village ... 62
Longford township ... 53—4
Lornaville ... 45

Manilla village ... 31
Mariposa township ... 28—33
Methodist church, Lindsay ... 207—210
Midland Railway ... 18, 145—8, 148—150
Military history of Victoria ... 181—201
Militia organization ... 181—186
Mining ... 83—88
Mississaga Indians ... 8, 75, 132—3
Municipal institutions ... 17—18, 20

Navigation ... 22, 36—7, 98—8, 136—145
Norland village ... 81
Northern townships ... 19—20, 74—90
North Victoria economics ... 65—66

Oakwood village ... 30—31, 174—3
Omemee village ... 26—27, 178
Ops township ... 33—46

Patrons of Husbandry ... 72
Patrons of Industry ... 72
Pioneer life ... 12—16
Pioneer survival statistics ... 218—227
Pleasant Point ... 52
Politics in Victoria county ... 184—186
Population ... 22
Port Hoover ... 15—30
Preglacial geography ... 116—119
Presbyterian church, Lindsay ... 210—212
Problems in development ... 244—257
Provincial politics ... 134—256
Public schools of Ontario ... 164—167
Purdy, William ... 30—7, 62, 92, 94

Railways ... 18—18, 22 144—151
Red Rock ... 56
Reforestration ... 89, 247
Religious life ... 15, 202—217
Robinson Immigration ... 23—26
Roman Catholic church Lindsay ... 202—207
Ross Memorial Hospital ... 113

INDEX.

Salvation Army, Lindsay ... 215—217
Saskatchewan Rebellion ... 163—168
Schools of Victoria county ... 14, 171—180
Scotch Line ... 54—5
Scugog River ... 35—7, 118—120, 136—144
Secondary Schools of Ontario ... 167—170
Senators from Victoria county ... 166
Soldier Dead World War ... 183—197
Somerville township ... 79—81
Southern townships ... 24—53
Steamboats, Kawartha lakes ... 142
St Mary's townsite ... 77
Stock-raising in Victoria ... 68—9
Sturgeon Point ... 54

Technical Education ... 170—171, 179—183
Toronto and Nipissing Ry ... 18, 146
Trent Canal ... 16—17, 16, 22, 135—143

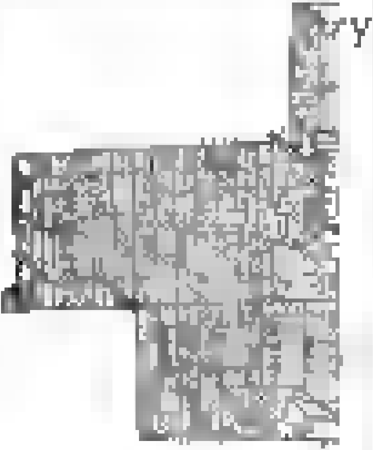
United Farmers of Ontario ... 72—3

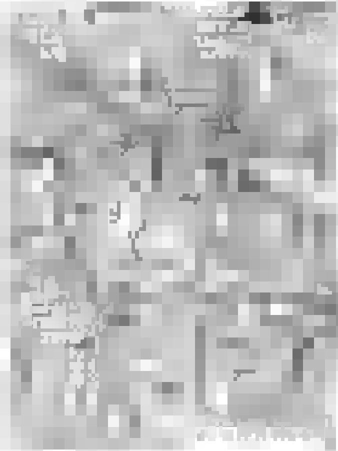
Verulam township ... 53—56
Victoria Railway ... 13, 16, 147—8
Victoria Road village ... 78
Vigilance Committee ... 101

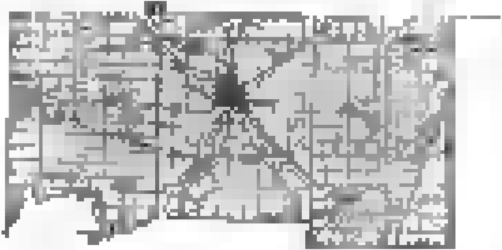
Wardens of Victoria county ... 20—21
Watchman-Warder ... 112—13
Whitby & Lindsay Railway ... 13, 146—7
Women's Institutes ... 73
Woodville ... 45
World War and Victoria ... 132—20

PLEASE DO NOT REMOVE
CARDS OR SLIPS FROM THIS POCKET

UNIVERSITY OF TORONTO LIBRARY


ry





MAP OF THE COUNTY OF VICTORIA

Victoria County Centennial History

By

WATSON KIRKCONNELL, M.A.

WATCHMAN [illegible]

To the memory
of my brother Walter
who fell in action
in the Battle of Amiens
August 8, 1918
this book is affectionately
inscribed.

TABLE OF CONTENTS

[illegible] [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Victoria County
Centennial History

Chapter 1

[illegible] [illegible] County History

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

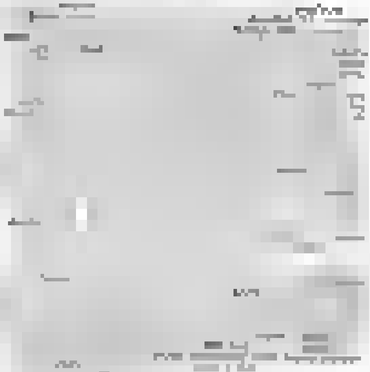
[illegible]

[illegible]

[illegible]

[illegible]

[illegible]



[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chapter IV

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible] [illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chapter VI.

The [illegible] Lindsey.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chapter 1

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chapter VIII

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chapter X.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chapter XI

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chapter XII.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chapter XIII

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chapter XI

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chapter XV

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

Chapter XVII.

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

[illegible]

D

[illegible]
[illegible]

[illegible]